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>> GOOD MORNING I WOULD LIKE TO GET THIS STUDY SESSION STARTED. THIS IS CONTINUATION OF THE STUDY SESSION ON SAN JOSE BUDGET. I WANT TO GIVE YOU AN UPDATE, BASED ON THE PACE WE ARE GOING, WE HAVE A CHANCE TO FINISH TODAY. WHICH WOULD BE GREAT, WE WOULDN'T HAVE TO MEET ON MONDAY. THIS MORNING WE WILL FINISH UP THE PUBLIC SAFETY. WE STARTED THE PRESENTATION YESTERDAY. AND WE WILL MOVE INTO TRANSPORTATION WHICH WE WILL GET DONE TODAY. AND WE STILL HAVE THE CAPITAL PROGRAM TO TALK ABOUT. BUT BASED ON PREVIOUS YEARS AND TIMING THERE IS SOME OPPORTUNITY TO GET DONE PERHAPS TODAY. FEES AND CHARGES ARE ALSO ON THE LIST TO DISCUSS TODAY. WHEN WE LEFT WE JUST FINISHED THE PRESENTATION FROM THE PUBLIC SAFETY CSA. NOW TIME FOR SOME COUNCIL AND QUESTIONS. START WITH COUNCILMEMBER CONSTANT.

>> THANK YOU, MAYOR. MOST OF MY QUESTIONS SURROUND THE POLICE DEPARTMENT. SO CHIEF DAVIS, I HAD A FEW QUESTIONS. I THINK PROBABLY THE MOST CHALLENGING OR DISTURBING PART OF THE BUDGET IS SEEING THE REDUCTION IN PATROL UNITS. AND IT'S BEEN VERY HARD FOR CONSTITUENTS TO RECONCILE SEEING THOSE MIDNIGHT SHIFTED AND DAY-SHIFT OFFICERS BEING ELIMINATED. ARE WE SURE THERE IS NO WHERE ELSE, I AM REALLY CONCERNED ABOUT THE IMMEDIATE FIRST-RESPONDERS. I KNOW THERE ARE A LOT OF OTHER NEEDS IN THE DEPARTMENT. BUT WHEN I LOOK AT THE BUDGET AND WE LOOK AT WHETHER IT BE THE DETECTIVE BUREAU OR OTHER PLACES, WE ARE DEALING WITH PROPERTY CRIMES AND WE ARE STILL WORKING ON PROPERTY CRIMES WHEN WE ARE ELIMINATING PEOPLE WHO ARE THERE TO RESPOND TO PERSON CRIMES, WHERE YOU NEED THE IMMEDIATE RESPONSE.

>> YES, THANK YOU FOR THE QUESTION. AND IT'S SOMETHING THAT OBVIOUSLY WE HAVE BEEN ASKED IN THE COMMUNITY WHEN WE DISCUSSED THIS WITH THEM. THIS IS THE REALITY, AS NOW AND IN YEAR NINE THE CUT. AND THIS IS NOT THE FIRST TIME THAT WE HAVE RECOMMENDED CUTS OR TAKEN THEM AT THE POLICE DEPARTMENT. WHAT WE HAD TO COME FORWARD TO MEET IN THIS PROPOSAL HAS COME TO CUTTING DETECTIVES IN THE BUREAU AND REDUCING THE SIZE OF SOME UNITS WHERE WE ARE DOING PROPERTY CRIME INVESTIGATION. AND IT COMES AFTER WE HAVE REDUCED THE SPECIAL UNITS ON THE STREET. OVER THE LAST NINE YEARS WE HAVE CUT SO MUCH FROM THE BUREAU AND THE ADMINISTRATIVE SECTIONS THERE IS NO PLACE TO GET THOSE NUMBERS. THERE ARE 96 PATROL TEAMS, AND YOU ARE TALKING ABOUT LOSING 90 OFFICERS, THAT WILL BE A HUGE HIT AND DEVASTATING. BUT THAT'S ONE PATROL OFFICER PER TEAM, AND IT'S GOING TO BE A PROBLEM, BUT THERE IS NO PLACE ELSE TO GO. AND WHAT IS TAKING PLACE BETWEEN INVESTIGATIONS AND PATROL. YOU CAN'T DO EITHER EXCLUSIVELY, IF ALL WE HAVE IS ON THE STREET ARRESTING FOR THE CRIMES AND THEN CAN'T INVESTIGATE, THEN THERE IS A LOG AND JAM. AND IF YOU DON'T HAVE PATROL EFFICIENCY, YOU HAVE TO HAVE BOTH. WE HAVE SHRINK THAT DETECTIVE BUREAU WHERE THERE IS NOTHING ELSE TO CUT THERE.

>> HOW DO WE MANAGE, I KNOW AS YOU DEPLOY PATROL OFFICERS, THERE ARE TWO THINGS TO KEEP IN MIND, THAT'S CRIME RATE OR THE VOLUME OF CALLS IN THAT PARTICULAR AREA HISTORICALLY. AND GEOGRAPHICALLY, AS YOU KNOW MY COUNCIL DISTRICT HAS ONE POLICE DISTRICT. SO ONE OFFICER REDUCTION IN A PATROL TEAM THERE HAS MUCH GREATER IMPACT PER CAPITA. AND IT'S A PRETTY LARGE AREA TO RESPOND. HOW IS THAT ADDRESSED IN THE STAFFING REDUCTIONS AS A TEAM LEVEL?

>> WHAT WE HAVE DO IS SEE HOW THE IMPACTS DO FOR THE PATROL. FOR EXAMPLE, IN THIS DEPARTMENT WE HAVE NEVER PROPOSED TO CUT TO THE LEVEL WE ARE CUTTING. WE DON'T EXACTLY KNOW HOW THAT WILL IMPACT EVERYTHING. BUT WE KNOW THAT WE HAVE TO RESPOND ON THE FLY TO READJUST AND ALLOCATE TO MOVE PEOPLE TO KEEP THINGS AS EQUITABLE AS WE CAN THROUGHOUT THE CITY. BUT THIS WILL BE AN EXERCISE IN HOW YOU ALLOCATE RESOURCES ON THE FLY AND HOW TO USE REAL-TIME DATA. BUT THERE IS NO WAY AROUND IT TO MAKE THE CUTS THAT WE ARE PROPOSING.

>> BUILT ON THE ALLOCATION OF RESOURCES. I KNOW THAT OTHER AGENCIES HAVE CHANGED RESPONSE PROCEDURES WHETHER IT BE DECIDING NOT TO GO TO ACCIDENTS AT ALL UNLESS THERE IS AN INJURY OR ALARM CALLS. THERE ARE ANY OF THOSE TYPE OF INTERNAL POLICIES

THAT YOU GUYS HAVE BEEN DEALING WITH? AND ANY FORMULATED ENOUGH TO SHARE WITH US NOW TO KNOW THE REAL IMPACT?

>> I CAN TELL YOU WHAT WE HAVE DISCUSSED. IF WE SEE IF THE CUTS GO FORWARD, WE KNOW WE WOULD HAVE IMPACT ON RESPONSE TIME. WE WOULD HAVE TO TAKE A LOOK IN REAL-TIME TO SEE WHICH DISTRICTS ARE HURT THE WORSE BECAUSE OF THE CUT. AND IF IT'S UNACCEPTABLE LEVEL OF RESPONSE TIMES OR BASED ON COMPLAINTS FOR A VARIETY OF FACTORS, THEN WE HAVE TO SAY WE WILL PRIORITIZE WHAT WE WON'T DO. AND WE HAVE HAD THOSE DISCUSSIONS, AND NOT IN WRITING, WE HAVE BRAIN STORMED SOME. AND WE WILL CONTINUE TO RESPOND TO NON-INJURY ACCIDENTS, WE COULD SAVE TIME. AND TO LOOK AT ALARM AND BREAK-INS. THESE ARE THINGS WE HAVE TO EXPLORE, WE DON'T WANT TO ALARM THE COMMUNITY IF WE CAN MANAGE THE CUTS AND NOT HAVE TO DO THAT. AND WE HAVE ASKED THE STAFF TO COME BACK AND PRIORITIZE WHAT WE COULD AND COULDN'T DO, AND WANT TO SHARE THAT WITH FEEDBACK FROM THE COMMUNITY. BUT THAT MAY BE SOMETHING THAT MAY CHALLENGE US IN THE FUTURE.

>> ONE OF MY CONCERNS IS PRIORITY-ONE CALLS AND MAYBE HAVING ONE OFFICER TO RESPOND AND NOT HAVING A FILL-UNIT TO GO WITH THEM. AND THE PENDING CALL TIMES FOR THE 9-1-1 CALLS AND THE BURGLARY CALLS WHERE WE DON'T EVEN WANT -- I KNOW THE TEMPTATION FOR OFFICERS IS TO RESPOND WHEN THEY DON'T HAVE AN ADDITIONAL UNIT AVAILABLE. AND I AM CONCERNED HOW THE REDUCTIONS IN PATROL, NOW MATTER WHAT POLICIES ARE PUT IN PLACE THAT YOU ARE GOING TO HAVE THE MEN AND WOMEN WHO WANT TO GET THERE AND WANT TO DO THE RIGHT THING. AND START CREEPING TOWARDS THE CALL OR ADVISING 952 ON THE WAY, AND THOSE THINGS. I THINK THAT POSES A REALLY CRITICAL ISSUE. AND THAT'S WHERE I WORRY THE MOST, ESPECIALLY IN THE LARGER GEOGRAPHIC AREAS WHETHER IT BE ELVISTO OR THE SOUTH PART OF ALBEND, AND THE WAIT TIME COULD BE LONG.

>> YOU SHARE MY CONCERNS, AND THE MESSAGE TO THE FIRST-LINE OFFICERS, IF THE CUTS GO FORWARD, THERE WILL BE CONCERNS. WE HAVE OFFICERS, BRAVE PEOPLE THAT WORK FOR OUR DEPARTMENT, AND WANT TO RUSH IN, AND MAYBE IN HARM'S WAY, AND THEY NEED TO BE MONITORING AND NOT HAVE PEOPLE STEPPING IN WITH THE BACK-UP THEY NEED. WE ARE CLEAR THAT WE DON'T WANT TO PUT OUR OFFICERS IN HARM'S WAY. AND IT'S UPON THE FIRST-LINE SUPERVISORS AND THE COMMUNICATION TO MANAGE THE CALLS AND MAKE SURE THAT THE OFFICERS ARE NOT LEAPING INTO THINGS THEY DON'T HAVE BACK-UP FOR. AND THAT MAY MEAN THAT THE RESPONSE TIME WILL BEND. BUT WE NEED A BALANCE, WE CAN'T PUT OUR OFFICERS IN THE FACE OF DANGER. MY SENSE IS UNDER CERTAIN CIRCUMSTANCES THERE WILL ADDITIONAL RESPONSE TIME TO PRIORITY ONE. BUT IT ALSO MEANS THAT THE SUPERVISORS WILL BE HYPER VIGILANT TO SEE WHAT THE OFFICERS ARE TIED UP ON. IF OFFICERS ARE TIED UP ON A NON-PRIORITY ONE EVENT, AND TO GET THEM TO RESPOND TO BACK-UP. WE ARE REALLY COUNTING ON THE FIRST-LINE SUPERVISORS TO MANAGE THOSE ISSUES IN THE FIELD.

>> MY NEXT QUESTION IS ABOUT AIR 2. AND WE HAVE, I THINK, AN INCREDIBLY VALUABLE ASSET KNOWING THE COMFORT YOU HAVE WHEN YOU HEAR THE CHOPPER COMING WHEN YOU ARE OUT THERE NEEDING HELP. OR LOOKING FOR FIRES FOR THE FIRE DEPARTMENT OR LOST CHILDREN OR WHAT THE CASE MY BE. BUT WE CANNOT IGNORE THAT THE RESPONSE IS GREAT AT THE TIME WHEN WE ARE TAKING THE BOOTS OFF THE STREET. HAVE WE HAD DISCUSSIONS WITH THE SHERIFF'S DEPARTMENT ABOUT CONSOLIDATING STAR-1 AND AIR-2 TO MAXIMIZE EFFICIENCIES TO MAYBE ONE HELICOPTER BUT DOUBLE STAFF TO COVER BOTH SIDES, ANY JOINT AGREEMENTS LIKE THAT?

>> THERE HAVEN'T BEEN FORMAL DISCUSSIONS ON MERGING. THE ONE HELICOPTER FOR STAR-1 FOR THE SHERIFF'S DEPARTMENT COULD BE AS FAR AWAY AT STORPK PASS. AND MAKE NO MISTAKE THAT THE HELICOPTER IS SUCH A FORCE MULTIPLIER. WE ARE ABLE TO ACCOMPLISH -- WHEN YOU HAVE A SHORT STAFF, WE ARE SHORT STAFFED, WHEN YOU HAVE THE LEVEL OF STAFFING IN A CITY OF OUR SIZE, YOU COUNT ON THAT HELICOPTER FOR A NUMBER OF THINGS. TO SAVE THE OFFICERS' TIME THAT WOULD TAKE MORE TIME FOR THEM TO FIND. AND IF WE RELY ON A COUNTY HEALTH COPTER TO HELP US, WHEN YOU HAVE A PURSUIT GOING ON, GETTING THE

HELICOPTER UP THERE SHUTS DOWN THE DANGER ON THE STREET, BECAUSE DON'T HAVE TO HAVE THE POLICE OFFICERS CHASING THE CARS. WE VERY FORTUNATE HAVING AIR-2 UP THERE VERSUS WHAT YOU SEE IN OTHER CITIES WITH CITIZENS GETTING INJURED IN POLICE CHASES. AND MY CONCERN IS IF THERE IS TOO MUCH FOR ONE HELICOPTER TO DO. IF THE TALKS GO FORWARD IT WOULD BE MORE OF WHAT WE COULD DO TO HELP THE COUNTY.

>> OK, ONE OF THE OTHER CONCERNS I HAVE LOOKING AT THE POSITION ELIMINATIONS, THAT IT IS OFFICER LEVEL HEAVY, AND COMMAND LEVEL LIGHT AS FAR AS THE REDUCTIONS OR ELIMINATIONS. AND THAT CONCERNS ME AS WELL. BECAUSE AS MUCH AS I KNOW WE NEED THE PEOPLE WITH THE GOLD ON THE COLLARS, I THINK WE NEED THE PEOPLE WITH THE BOOTS ON THE STREET MORE. HOW DO YOU RESPOND TO THAT? HAVE WE LOOKED AT EVERY POSSIBLE CHANGE IN SPAN OF CONTROL WHETHER IT BE NOT JUST -- I KNOW YOU WILL BE COMBINING A COUPLE OF THE UNITS. BUT MAYBE INSTEAD OF COMBINING, HAVING ONE COMMANDER COVER TWO SEPARATE UNITS, HOW THOROUGHLY HAVE WE EXPLORED THAT?

>> WE HAVE EXPLORED THAT THOROUGHLY, IF YOU LOOK AT US COMPARED TO AROUND THE COUNTRY, WE ARE NOT TOP-HEAVY. WE ARE SHORT STAFFED. WE LOOKED TO COMBINE THE UNITS, THE HIGH-TECH COMMANDER IN WITH CRIMES, AND WE HAVE LOOKED TO SEE HOW TO ASSIST THE AIRPORT, WE HAVE REDUCED THAT STAFF AND HAVE A LIEUTENANT RUNNING THAT. AND WE HAVE LOOKED AND HAVE PULLED AND DONE THINGS OVER THE YEARS. WE HAVE EVEN REDUCED OVER THE LAST 10 YEARS AGO WE HAD 12 CABS AND DOWN TO 10. WHEN YOU LOOK AT A CITY OF OUR SYSTEM AND OF WHAT THOSE OFFICERS ARE ASKED TO DO, WE ARE NOT TOP-HEAVY. IF WE COULD JUST SLICE THIS AND SAVE OFFICERS POSITIONS, WE WOULD BE HAPPY TO DO THAT BUT WE HAVE LOOKED AT THAT THOROUGHLY.

>> YOU AND I HAVE DISCUSSED OR CHIEF CAPS DISCUSSED THE STAFFING REQUIREMENTS IN THE 12 DISTRICTS VERSUS THE 16 DISTRICTS AND FOUR DIVISIONS VERSUS THE THREE. IS THAT STILL CONTEMPLATED AS A CHANGE FOR THE ADDITIONAL STAFFING?

>> IF WE GO FORWARD WITH THESE CUTS, EVERYTHING IS ON THE TABLE. WE ARE NOT IN A POSITION TO SAY THIS IS HOW WE HAVE DONE IT, THAT'S OVER. WHERE WE NEED TO LOOK AT RESTRUCTURING OF THE DIVISIONS AND GOING FROM FOUR TO THREE, AND WHAT PROBLEMS OR SAVINGS THAT IS. ALL OF THAT IS OPEN. BUT I THINK WHAT IT WILL INFORM US ON THAT, IT'S HARD TO ANTICIPATE OR PLAN ON THAT WHEN YOU DON'T KNOW WHAT THESE IMPACTS WOULD BE, BECAUSE WE HAVEN'T GONE THROUGH IT BEFORE. AND WE MAY HAVE TO LOOK AT SOMETHING NOT WORKING AND READJUST THIS. THE DATA WILL INFORM US HOW TO DO. I DON'T THINK WE ARE IN AN ENVIRONMENT NOT JUST IN SAN JOSE BUT ACROSS THE COUNTRY, NO AGENCY CAN SAY THIS IS HOW WE HAVE DONE IT AND ALWAYS DO IT. YOU HAVE TO LOOK AT EFFICIENCY.

>> I THINK IT'S IMPORTANT THAT WE HAVE THAT LOOK. I AM JUST WORRIED WHEN THE LEAP COMES BEFORE THE LOOK, AND I KNOW THE OPERATIONAL CHALLENGES. AND I KNOW THAT WE HAVE HISTORICAL PERSPECTIVES OF HOW THINGS USED TO BE. IT WASN'T THAT LONG AGO. I GUESS IT WAS PROBABLY 15 YEARS AGO WHEN WE SWITCHED THE NUMBER OF DISTRICTS. REALLY WHEN YOU LOOK AT POSITION ELIMINATIONS, THAT TYPE OF CHANGE. IF WE KNEW THAT CHANGE WAS COMING, IT WOULD CHANGE HOW THESE NUMBERS LOOK. WE WOULD HAVE ONE LESS CAPTAIN AND SO MANY LESS LIEUTENANTS AND THAT WOULD RESTORE OFFICERS. I AM CONCERNED IF WE DON'T HAVE THAT DECISION MADE BEFORE JULY 1 OR AUGUST 1, WHENEVER YOU ARE GOING TO SHIFT THE RESOURCES. THAT WILL BE TOO LITTLE, TOO LATE, BECAUSE THE PEOPLE WE NEED ARE GONE. AND IT WOULD BE VERY HARD TO REINSTATE THREE OFFICERS AND GET RID OF A CAPTAIN. OR WHATEVER THE CASE MAY BE. AND I AM GLAD THAT YOU ARE WILLING TO LOOK AT EVERYTHING, NOT THE WAY WE HAVE ALWAYS DONE. BECAUSE I HAVE ALWAYS THOUGHT EVEN BACK WHEN I WAS AT THE DEPARTMENT, THAT THE OLD INDUSTRIAL VERSION OF WE HAVE FOLKS IN UNIFORM, FOLKS NOT IN UNIFORM, AND BUREAUCRATS AND ALL IN SEPARATE DIVISIONS AND DOING SEPARATE THINGS AND OVERLAP BUT DON'T WORK TOGETHER AS MUCH AS THEY COULD. I KNOW THEY COORDINATE. AND I WOULD TO SEE A CRITICAL LOOK AT THE GANG UNIT IN UNIFORM AND THE GANG UNIT THAT IS INVESTIGATING, AND HOW THEY CAN BE MERGED TOGETHER. EVEN IF PART IS

DETECTIVE AND PART UNIFORM, THAT REALLY DOESN'T HAPPEN NOW BECAUSE THEY ARE IN SEPARATE DIVISIONS. AND PROBABLY DOZENS OF WAYS TO LOOK AT THAT, WHETHER THE OLD STREET CRIME AND VICE AND OLD NET, THOSE TYPE OF ARRANGEMENTS TO REARRANGE THINGS OUTSIDE OF THE STANDARD CONSTRUCTS, WE HAVE FOUR DIVISIONS AND THESE ARE JUST THE SILOS WE HAVE TO WORK IN. YOU ARE RIGHT, WE ARE IN REALITY. AND IF ANYONE THINKS THIS IS THE FIRST YEAR WE ARE MAKING CUTS, THEY ARE NOT PAYING ATTENTION. THIS WILL BE A BIG CHALLENGE NEXT YEAR AS WELL, WE KNOW THAT. AND I AM CONCERNED ABOUT KEEPING THE FIRST-RESPONDERS, THE MEN AND WOMEN IN THE BLACK-AND-WHITE CARS RESPONDING TO THE CALLS.

>> I AGREE TO YOU, AND DON'T FORGET THAT JUST BECAUSE SOMEONE IS A SERGEANT OR LIEUTENANT THEY DON'T RESPOND TO CALLS. AND WE ARE CLEAR TO THE STAFF THAT THEY ARE BACKING UP THEIR OFFICERS AS WELL. THIS IS NOT JUST HOW MANY OFFICERS BUT WHO WE PUT OUT THERE HAS A RESPONSIBILITY TO RESPOND TO THE CALLS OF SERVICE.

>> AND THEN I KNOW THERE HAS BEEN A LOT OF TALK AROUND THE CIVILIANIZATION AUDIT AND THE CIVILIANIZATION, AND YOU TALKED ABOUT IT YESTERDAY. FOR THE PEOPLE THAT ARE LISTENING CAN YOU DESCRIBE THE CHALLENGES SAYING YES, WE WILL TAKE ALL 80 POSITIONS, EVEN IF THE P.O. SAID GO TODAY.

>> CLEARLY BEFORE THE CIVILIANIZATION AUDIT CAME OUT, WE WERE LOOKING AT OFFICERS THAT COULD CIVILIANIZED AND GET THOSE GUYS ON THE STREET. THE CHALLENGE IS THAT WE HAVE TO DEAL WITH THE 30 OFFICERS THAT WE HAVE IN THE ARTICLE 39 POSITION, NOW IT'S JUST TAKING CARE OF OFFICERS INJURED IN THE LINE OF DUTY. BY COURT ORDER WE ARE REQUIRED TO CARVE OUT 30 POSITIONS. IF YOU TALK ABOUT THOSE OPPORTUNITIES, THEY ARE COVERED IN THAT ARENA. BUT THE OTHER DILEMMA, IF YOU CIVILIANIZE ANY POSITION, PICK THE POSITION, IF WE HAVE A POSITION AND THE OFFICER IS THERE AND PULL THEM BACK IN THE FIELD, YOU STILL HAVE TO FILL THAT HOLE. IT'S NOT LIKE YOU ARE SAVING THE SAVINGS OF THE OFFICER, YOU HAVE TO PAY SOMEONE WHO IS IN THAT POSITION, SOME OFFICERS WORKING THOSE POSITIONS GOT PULLED IN THOSE POSITIONS BECAUSE OF THE CIVILIAN CUTS AND THE WORK DIDN'T GO AWAY. THE LIMIT IS THAT THE CIVILIANIZATION HAS A COST, BECAUSE IF YOU REPLACE THE OFFICERS, THAT REPLACEMENT PIECE COMES WITH A PRICE TAG.

>> YES, I WANT THAT TO BE CLEAR, I HEAR THAT A LOT IN THE COMMUNITY, WHY CAN'T YOU DO THIS. IN BASIC TERMS TO SAVE \$50,000 ON AN FTE, YOU SPEND ANOTHER ON THE FTE, YOU DON'T SAVE IT.

>> AFTER A NUMBER OF THEM, AND WE SAVE A PORTION, AFTER A BUNCH OF THE CIVILIANIZED POSITIONS. BUT THE CITY IS IN THE STATE NOW WE HAVE A FREEZE ON FOR A REASON AND WE HAVE TO LOOK AT THE RESOURCES WE HAVE. WE ARE JUGGLING TO PRODUCE THE WORK PRODUCT WE NEED TO FUNCTION. BUT CLEARLY PULLING ANYONE OUT OF THAT CIVILIANIZED POSITION MEANS TO HIRE ANOTHER EMPLOYEE.

>> THAT'S IMPORTANT TO KEEP IN PERSPECTIVE AS WE MOVE FORWARD. ESPECIALLY AS ONE DAY WE HOPE TO FIND OURSELVES OUT OF THIS HOLE THAN DIGGING. AND STARTING TO REPLACE PEOPLE. AND MY FINAL QUESTION, YOUR FIVE-YEAR STAFFING PLAN THAT HAS PRETTY MUCH COME AND GONE WITHOUT GETTING THE STAFFING THERE OR PRETTY CLOSE. ASSUMING EVERY ONE OF THESE CUTS GO FORWARD, WHAT TO WE LOOK AT FOR THE TOTAL DEFICIENCY COMPARED TO THAT STAFFING NUMBER THAT WE SHOULD HAVE BASED ON THAT STAFFING PLAN WHERE YOU CALCULATED THIS IS WHAT I NEED TO DO THE JOB RIGHT.

>> WELL, I COULD GET YOU THAT NUMBER, I DON'T RECALL IT OFF THE TOP OF MY HEAD. IT CAME IN TIERS OVER FIVE YEARS. I KNOW THAT THE PROPOSED CUTS ON THE TABLE WOULD TAKE US BACK TO 1991, STAFFING LEVELS, AND THAT'S HUNDREDS OF POSITIONS LESS THAN PLANNED FOR IN THE PLAN.

>> I THINK AGAIN THAT'S IMPORTANT TO KEEP IN PERSPECTIVE. BECAUSE WE ARE NOT TAKING ABOUT TAKING A FULLY-STAFFED POLICE DEPARTMENT AND CUTTING IT BY 100 AND WHATEVER THE NUMBER IS, SO MANY FTE'S STARTING WITH A DEPARTMENT THAT IS AT 70% STAFFING AND CUTTING ADDITIONALLY. AND THAT'S JUST LOOKING AT THE SWORN POPULATION. AND WHEN YOU LOOK AT THE NON-SWORN POPULATION I THINK YOU WILL SEE DRAMATIC NUMBERS TOO. WHAT I WOULD LIKE TO SEE, IF WE COULD HAVE THAT ANALYSIS OF WHAT WE SHOULD BE AT BASED ON THAT STAFFING PLAN. VERSUS WHAT WE ARE GOING TO BE AT WITH THESE REDUCTIONS. AND REMIND ME BECAUSE I DON'T HAVE IT IN FRONT OF ME. DOES THE STAFFING PLAN ALSO TALK ABOUT THE NON-SWORN POSITIONS? I WOULD LIKE TO SEE THAT AS WELL. BECAUSE I THINK AS WE GO FORWARD WE REALLY NEED TO SEE THE FULL IMPACT OF NOT JUST THIS YEAR'S CUTS BUT THE CUTS WE HAVE MADE BY DEFAULT BY NOT ADDING. WE MAY NOT HAVE CUT OFFICERS IN THE PAST WHERE WE WERE, BUT CUT IN THE PLAN WHERE WE WANTED TO BE. AND THAT'S AN IMPORTANT NUMBER TO INFORM THE DECISIONS. WHEN I LOOK AT THIS, KNOWING WHAT IT'S LIKE TO BE OUT THERE AND CALLING FOR HELP AND HAVING NO ONE COME. IT'S NOT A PRETTY PICTURE. AND I WORRY ABOUT THE PERSON WHO WE HAVE ALL HEARD THE 9-1-1 TAPES WHERE SOMEONE IS SCREAMING FOR HELP, AND THE DISPATCHER IS SAYING, THEY ARE COMING. BUT WE ARE SORRY IT WILL TAKE FIVE MINUTES LONGER THIS FISCAL YEAR. AND IT'S A REALITY THAT HAS SERIOUS IMPLICATIONS TO THE RESIDENTS, NOT JUST MY DISTRICT BUT EVERYONE OF THE 10 DISTRICTS, THE RESIDENTS THERE AND THE PEOPLE WHO VISIT THE CITY FOR CONVENTIONS OR WHATEVER THE CASE MAY BE. I THINK IT'S A BIG PROBLEM. AND I KNOW WE ALL KNOW THAT. BUT I THINK IT'S NOT JUST ACCEPTABLE TO BE TAKING SO MANY PEOPLE OFF THE STREET. I AM NOT SAYING THAT IN A NEGATIVE WAY TO YOU, IT'S NOT YOUR FAULT WE ARE IN THIS MESS. AND I REMIND EVERYONE IT'S NOT THE ADMINISTRATION, IT'S US, WE HAVE TO FIGURE OUT THE RESOLUTION HERE. I WILL LET OTHER PEOPLE TALK.

>> COUNCILMEMBER.

>> THANK YOU MAYOR. CHIEF AND DEPUTY DIRECTOR, UNDERSTANDING THE LAYOFFS, I AM CURIOUS HOW THE NUMBERS WORK OUT. WHAT I UNDERSTAND THAT WE HAVE INVESTED IN RECRUITMENT AND ACADEMY AND FTO PROGRAM APPROXIMATELY \$129,000, AND TO EACH PERSON COMING TO SAN JOSE TO BE A POLICE OFFICER. THAT'S MONEY ALREADY INVESTED, SO IT'S DIFFERENT FROM HIRING FOR ANY POSITION WHERE THE RECRUITMENT PROCESS IS ANYONE OFF THE STREET. WITH THAT SAID, I AM TRYING TO FIGURE OUT HOW TO RECONCILE THAT INVESTMENT LOSS. IF WE GO IN THIS MANNER AND LAYOFF THESE PATROL OFFICERS, THEY ARE GOING TO BE ON THE STREET. THERE ARE SOME MUNICIPALITIES THAT WILL BE IN THE HIRING MODE BASED ON RETIREMENTS. AND THERE ARE STATE AGENCIES LIKE CHP, SHERIFF OR ANY VARIETY OF LAW ENFORCEMENT THAT WILL BE HIRING. WE WILL HAVE X AMOUNT OF OFFICERS RETIRING AND HAVE THIS LOWER AMOUNT IN THE CITY. I GUESS THE QUESTION IS HOW DO WE RECONCILE THE FACT THAT WE WILL LOSE THIS INVESTMENT, YES THEY HAVE THE OPPORTUNITY TO GET REINSTATED. BUT WE KNOW WE WILL LOSE POSSIBLY A LARGE NUMBER OF THOSE FOLKS. SO WHEN IT COMES TO THE TIME WE CAN ADD BACK OFFICERS. THEN WE HAVE TO DO ANOTHER POLICE ACADEMY WHICH WILL TAKE US 18 MONTHS TO GET SOMEONE OUT ON THE STREET IN THE FULL PROGRAM. I SEE IT AS WE ARE LOSING AN INVESTMENT WE HAVE ALREADY MADE. SO I WOULD LIKE TO HEAR SOME DISCUSSION ON HOW WE DEAL WITH THAT TRADE-OFF, DOLLARS LOST. SO SOME COMBINATION OF CITY MANAGER, DIRECTOR AND CHIEF.

>> MAYBE I CAN GET STARTED. IT'S VERY DIFFICULT TO RECONCILE IT. AND I WISH I COULD TELL YOU THERE IS AN EASY ANSWER. THE ANSWER IS IF WE DON'T MAKE THE CUTS PROPOSED IN THE DEPARTMENT, YOU HAVE NEED TO FIND THE FUNDING ELSEWHERE. OUR DEPARTMENT IS TREMENDOUS AND WE HAVE A GREAT DEPARTMENT. TREMENDOUS CARE IS PUT IN THE TRAINING AND DEVELOPMENT. THE LEAD TIME NECESSARY TO GET AN OFFICER READY ON THE STREET IS WHAT CHIEF, 18 MONTHS OR SO. BY THE TIME THEY GO THROUGH ACADEMY AND FTO. SO YOU CANNOT RECONCILE IT, COUNCILMEMBER, BECAUSE IF WE TRY TO RATIONALIZE WHERE THIS MAKES SENSE, AND YOU COME TO THE CONCLUSION IT DOESN'T. YOU WILL HAVE TO TAKE IT ELSEWHERE.

>> AND I AM VERY AWARE OF THAT AND I MENTION THAT EVERY TIME WHEN IT COMES TO BUDGET ISSUES. AND THERE ARE THINGS I AM WILLING TO GIVE UP VERSUS THIS. BUT I STILL WANT TO HEAR FROM JENNIFER MCGUIRE, ON YOUR BUDGET SENSE, ON THE NUMBERS, HOW DOES THIS WORK WITH YOU?

>> AS THE CITY MANAGER SAID IT'S DIFFICULT TO RECONCILE. BUT STRICTLY FROM A NUMBER SENSE AND NOT FROM A LOGICAL SENSE, THOSE ARE ONE-TIME INVESTMENTS THAT YOU MAKE, AND THESE ARE ONGOING SAVINGS. THAT DOESN'T MAKE IT SOUND EASIER, BUT IT'S AN INVESTMENT THAT WOULD BE LOST. BUT THE ONGOING SAVINGS IS THE AMOUNT OF MONEY THAT THESE CUTS FROM THE POLICE DEPARTMENT WILL GO TO SOLVING THE BUDGET DEFICIT. AND THEY ARE EXTREMELY DIFFICULT FOR ALL OF US, AS THE FACT OF THE MATTER AS WELL.

>> THANK YOU, AND CHIEF FEEL FREE TO ELABORATE. SO I AM A NEW RECRUIT AND WENT THROUGH THE PROCESS. AND JUST GOT MY LAYOFF SLIP, AND WHAT IS GOING THROUGH THEIR MINDS?

>> WE HAVE HAD A CHANCE TO TALK TO THEM AND KEEP THEM INFORMED. IF THEY DID GET LAID OFF, IT WOULD BE AUGUST 1, NOT JULY 1. BUT THEY WOULD BE LOOKING AT IF THEY COULD SIT FOR FIVE OR SIX MONTHS AND SAN JOSE COULD HIRE BACK. BECAUSE AT THE END OF THE YEAR, WE WILL BE BELOW WHAT THE BUDGET IS. WITH PEOPLE RETIRING IN JANUARY. AND WE WILL NEED TO HIRE BACK. AND THEY MAY BE THINKING TO WAIT IT OUT, AND IT'S TOUGH TO DO THAT WITH FAMILIES, AND THEY WILL LOOK ELSEWHERE.

>> IS THERE A WAY TO GIVE FIRST PRIORITY ON PAID JOBS?

>> THERE IS A WAY AND THEY WOULD HAVE TO TAKE A RESERVE OFFICER STATUS, AND THAT WOULD BE A MEET WITH THE UNION.

>> BUT MY ASSUMPTION IS THAT THE POLICE UNION WANT TO HAVE AS MANY OF THOSE FOLKS TO RETURN. AND THAT IS SOMETHING THAT COULD BE LOOKED AT. WHATEVER THE NUMBERS THERE IS A WAY TO GARNER SOME INCOME TO MAKE IT THROUGH. OTHERWISE WHAT THAT NUMBER IS, SAY 90, 50, WHATEVER, MAYBE SOMEONE MAY HAVE FUN AND TAKE A VACATION FOR A MONTH, IF THEY ARE ABLE TO DO THAT. BUT ON THE OTHER SIDE WE WILL START TO INCREMENTALLY LOSE THEM, AND WHEN WE CALL THEM BACK THEY ARE NOT THERE. ARE THERE ANY OTHER WAYS YOU COULD SEE OUTSIDE THE PAID JOBS TO KEEP THOSE FOLKS ENTICED TO STAY AROUND?

>> WE KEEP IN COMMUNICATION WITH THOSE AND THOSE WHO ARE POTENTIALLY LAID OFF AND IN THE HOPPER FOR THE NEXT ACADEMY. HE'S LETTING THEM KNOW THAT WE WILL HAVE PEOPLE RETIRE AND THERE ARE OPPORTUNITIES THERE. BUT IT'S THAT SWEET SPOT OF FIVE ON EIGHT MONTHS AND IF YOU CAN HAVE PEOPLE DO SOMETHING OTHER THAN BEING FULLY EMPLOYED. THAT'S A CHALLENGE FOR THEM. AND THE OTHER THING TOO, THERE ARE A LOT OF AGENCIES HIRING. TO THE EXTENT YOU HAVE PEOPLE WANTING TO TAKE ADVANTAGE OF THE INVESTMENT WE MADE AND SAVE THAT MONEY FOR OURSELVES. AND WHEN THEY GET THERE, IT WILL BE HARD PRESSED TO PULL THEM OUT. IT'S NOT A PERFECT -- ANYTHING WE CAN DO TO HELP THEM AND KEEP THEM ENTICED. BELIEVE ME, WE HAVE INVESTED IN THESE PEOPLE AND HIRED THEM BECAUSE THEY ARE BEST OF THE BEST. AND ANYTHING WE CAN DO WE WILL TRY TO HELP THEM. BUT THERE IS NO PERFECT SOLUTION TO TRY TO HANG ON TO THEM.

>> MAY I JUMP IN. CHIEF, YOU PROMPTED A COUPLE OF QUESTIONS. IF SOMEONE IS PICKED UP BY ANOTHER CITY AND THEY ARE STILL ON OUR REINSTATEMENT LIST, ARE THEY ABLE TO STAY ON THAT LIST?

>> I DON'T KNOW WHY THEY WOULDN'T BE, WE DON'T HAVE AN AVERSION TO HAVE THEM LEAVE AND COME BACK.

>> AND SECONDLY WE WOULD HAVE TO MONITOR MORE CLOSELY THE RETIREMENTS OUT THE DOOR, AND SEE IF WE CANNOT COMMIT TO INDIVIDUALS BUT STAY IN CLOSER COMMUNICATION ABOUT THE LIKELIHOOD OF GETTING PICKED UP. THAT'S ANOTHER SYSTEM MANAGEMENT.

>> WE HAVE TAKEN A LOOK FORWARD TO SEE WHAT WE THINK WE ARE AT IN JANUARY, 2011. AND THAT HELPS US HISTORICALLY WHERE WE ARE IN JULY, 2011. I THINK THERE ARE OPPORTUNITIES IN JANUARY DEPENDING ON HOW MANY PEOPLE WILL LEAVE. BUT TO LOOK AT SOMEONE IN THE FACE AND TAKING CARE OF A FAMILY AND YOU ARE NOT DOING THINGS FOR FIVE MONTHS.

>> THANK YOU, THESE ARE ROUGH BUT WE HAVE TO TAKE THAT IN MIND IN THIS PROCESS. THAT WE HAVE MADE AN INVESTMENT. AND JENNIFER, I DIDN'T SEE IT IN THE BUDGET, DO WE MONETIZE THAT ONE-TIME INVESTMENT? SO IT'S NOT A POLICY STATEMENT BUT A FACT.

>> I DON'T THINK WE HAVE THAT WRITTEN IN THE DOCUMENT BECAUSE IT'S A SUNK COST THAT'S BEEN SPENT. WITH THE QUESTION THAT COUNCILMEMBER LICCARDO ASKED ABOUT THE UNEMPLOYMENT INSURANCE RESERVE, BECAUSE WE WORK CLOSELY WITH THE POLICE DEPARTMENT AND LOOK WITH THE ATTRITION AND SEPARATIONS OVER THE NEXT YEAR, MAYBE NOT COMFORTING BUT THEY ARE HAVING HIGHER RETIREMENT RATE. ALL THE PEOPLE THAT WOULD BE PROBABLY ELIGIBLE FOR REINSTATEMENT BY THE END OF NEXT YEAR, PROBABLE HALF IN JANUARY AND THE OTHER HALF IN JUNE, AND WE MADE THAT ESTIMATION AND THAT OUR UNEMPLOYMENT INSURANCE WOULD BE HIGHER.

>> THANK YOU.

>> COUNCILMEMBER NGUYEN.

>> THANK YOU, BEFORE YOU ASK THE QUESTION, I WANT TO KNOW FOR THE RECORD, I WILL HAVE TO RECUSE MYSELF TO ANY DISCUSSION RELATED TO FIRE STATION 33, BECAUSE I LIVE WITHIN 500 FEET OF THE FACILITY. JUST A COUPLE OF QUICK QUESTIONS FOR THE CHIEF. I BELIEVE A LOT OF QUESTIONS HAVE BEEN ASKED ALREADY. THE FIRST ONE IS -- I AM SORRY, THE CHIEF OF POLICE. CHIEF, IF WE ELIMINATED 90 PATROL OFFICER POSITIONS, WHAT WOULD THE RATIO OF OFFICER PER RESIDENT BE?

>> THAT WOULD TAKE US DOWN TO -- LET ME DO SOME QUICK MATH HERE. LISA, IF YOU HAVE THE NUMBER IN YOUR HEAD, FEEL FREE TO POP IT UP. IF WE TAKE THE 90 AWAY FROM WHAT WE ARE STAFFED AT NOW, WHAT WOULD OUR NUMBER BE? THE CURRENTING STAFFING MINUS 90. IT WOULD BE ROUGHLY, WE ARE 1.3 NOW. 1.2, SOMEWHERE IN THAT AREA. IT WOULD TAKE US BELOW 1200. IT WOULD BE 1.2. IF YOU LOOK AT 1 MILLION RESIDENTS AND YOU HAVE 1200 OFFICERS.

>> AND YESTERDAY, YOU TALKED A LITTLE ABOUT THIS SHIFT GOING FROM BEING PROACTIVE TO RELYING SOLELY OR REACTING TO CRIME ALREADY COMMITTED. OBVIOUSLY THIS IS A HUGE CONCERN OF MINE, ESPECIALLY IN DISTRICTS WHERE VIOLENCE OCCURS MORE RAPIDLY THAN OTHER DISTRICTS. CAN YOU TALK MORE ABOUT THIS SHIFT CHANGE THAT WILL TAKE PLACE AS WE MOVE FORWARD WITH THIS BUDGET?

>> WHAT WE MEAN BY BEING PROACTIVE VERSUS REACTIVE. CERTAIN CRIMES AND PROBLEMS YOU WANT TO BE PROACTIVE. YOU DON'T WANT TO WAIT FOR THE CRIME TO HAPPEN BUT GET OUT IN THE COMMUNITY AND DO THE THINGS AND ELIMINATE THOSE ROOT PROBLEMS. AND SAN JOSE HAS DONE THAT WELL. WE ARE CLEAR OF THE SUCCESS WE HAVE AS BEING A SAFE CITY DOESN'T COME JUST AS A RESULT OF THE PE'S WORK BUT IT COMES FROM SYSTEMS AND SCHOOL AND ALL OF THOSE PEOPLE ARE OUT THERE AND SOLVE THE ROOT PROBLEMS OF WHY WE HAVE CRIME. WHEN YOU HAVE OFFICERS THAT DON'T HAVE PROACTIVE PATROL TIME, NOW YOU REDUCE THE OFFICERS FROM THE FIELD, MORE ARE PULLED IN AND JUST HANDLING 9-1-1 CALLS FOR SERVICE. THEY DON'T HAVE TIME TO SIT DOWN AND SAY, THIS IS WHAT WE COULD PROACTIVELY DOING IN THIS 40% OF THE TIME IN THE NEIGHBORHOODS. YOU ARE TAKING AWAY THE ABILITY TO WORK WITH THE COMMUNITY AND OTHERS IN THE DEPARTMENT TO FOCUS THEIR EFFORTS BECAUSE THEY ARE

RESPONDING FROM CALL TO CALL TO CALL. SO THAT'S THE DILEMMA, YOU TAKE AWAY FROM THE PROACTIVE PATROL TIME AND REDUCE THAT AND HAVE THEM SPEND MORE TIME DRIVING TO THE 9-1-1 CALL AND THEY HAVE TO BECOME MORE REACTIVE.

>> I AGREE, IT'S UNFORTUNATE TO SHIFT AWAY FROM THE EMPHASIS SIDE AND THIS COULD PREVENT INCIDENTS FROM HAPPENING AND SAVE OURSELVES A LOT OF HEADACHES AND NEGATIVE IMPACT. A FINAL QUESTION ABOUT THE METRO-UNIT. MY UNDERSTANDING IS THAT THE METRO-UNIT ALSO APPREHENDS GRAFFITI VIOLATIONS AND GIVEN THE FACT THAT WE HAVE GRAFFITI INCREASE EVERY YEAR, HOW WILL THE ELIMINATION OF THESE POSITIONS AFFECT THIS?

>> THEY HAVE MORE PROACTIVE PATROL TIME. THE METRO-TEAM ARE OUT IN UNIFORM AND INTERACTING WITH A VARIETY OF DETECTIVE UNITS AND THEY TRY TO TARGET WHAT THEY ARE DOING FOR SPECIFIC ISSUES. CLEARLY WHEN YOU START REDUCING THEM. YOU HAVE A LESS ABILITY TO BE PROACTIVE ON THAT FRONT END. TO THE EXTENT THERE IS MORE GRAFFITI, THEN IT COMMUNICATES TO THE RESIDENTS THERE IS MORE GRAFFITI AND MORE GANGS. AND YOU HAVE ALL OF THESE IMPACTS. AND THE BOTTOM LINE WHEN YOU REDUCE THE CITY WIDE, YOU HAVE LESS OF AN ABILITY TO RESPOND AND TAKE CARE WHAT COULD BE LOWER-LEVEL ISSUES THAT DRIVE MORE PROBLEMS.

>> AND ON TO THE FIRE DEPARTMENT.

>> BEFORE YOU MOVE, CITY MANAGER.

>> EXCUSE ME, AS LONG AS THE LINE OF QUESTIONING IS THINGS YOU ARE EXPLORING, CAN YOU EXPLAIN WHAT YOU ARE LOOKING AT IN TERMS OF THE SHIFT RECONFIGURATION?

>> WE HAVE HAD A CONSULTANT TAKE A LOOK AND SAY, MIGHT ONLY MIGHT YOU HAVE TO REDIVIDE YOURSELF WHAT EFFICIENCIES COULD WE GAIN BY HAVING DIFFERENT START TIMES FOR OUR SHIFTS. NOW WE START AT 6:30 AND 3 P.M. AND 9 P.M., WE HAVE EXPLORED A VARIETY OF DIFFERENT SHIFTS WHERE WE MAY BE ABLE TO FOCUS MORE PEOPLE, PUT MORE COPS ON THE DOTS DURING THE TIMES WHERE WE HAVE THESE PROBLEMS. BY HAVING THESE THREE DIFFERENT STARTS. AND THAT WOULD BE MEET AND CONFER BECAUSE WE ARE CHANGING OFFICER'S WORK SCHEDULES. WE TRIED THIS IN THE PAST AND HAD A DIFFERENT SHIFT START. PART OF THE PROBLEMS IS WHEN YOU HAVE SUPERVISORS IN PLACE WITH THOSE TEAMS. THE PROBLEMS WE HAD WITH THE SHIFT PROBLEMS IN THE PAST ARE DIFFERENT START TIMES. WHERE SOME TEAMS WOULD NOT HAVE THEIR SUPERVISOR OUT THERE AT THE TIME THEY WERE WORKING. AND YOU LOSE THAT TEAM CONCEPT. BUT THERE ARE EFFICIENCIES THAT CAN BE GAINED BY HAVING THOSE TWO OTHER START TEAMS. THOSE ARE THINGS WE ARE EXPLORING AND MORE OF A SITUATION TO GO FROM THREE START TIMES TO FIVE. AND TRY PUTTING IN MORE COPS ON THE DOTS AT THE TIME WHEN CRIME IS GENERATING THE NEED. THERE IS A TIME TO REALLOCATE THOSE RESOURCES.

>> THANK YOU VERY MUCH. FIRE CHIEF, SO OUR GOAL TO RESPOND TO CALLS FOR SERVICE IS WITHIN EIGHT MINUTES OR LESS. CAN YOU BREAK DOWN HOW THAT TIME IS CALCULATED? WHEN DOES THE CLOCK START AND STOP?

>> THANK YOU FOR THE QUESTION, OUR RESPONSE CRITERIA IS EIGHT MINUTES 80% OF THE TIME. THAT'S THE TRAVEL TIME AND FROM THE TIME THAT THE FIRE TRUCK IS EN ROUTE AND ON THE ROAD. THERE IS A TWO-MINUTE TURN TIME FROM THE TIME THE STATION GETS THE CALL AND GETS ON THE APPARATUS. AND THEN FROM THE TIME THAT THE 9-1-1 CALLS COME INTO DISPATCH, AND THAT MAKES UP OUR EIGHT MINUTES. THE NATIONAL FIRE PROTECTION 17-10 STANDARDS DOES THE FOUR MINUTE TIME TRAVEL, WHICH IS WHAT WE DO, AND THEY ALLOW ONE MINUTE TURN TIME AND ONE MINUTE CALL TAKING, WHERE WE INCREASE IS THE CALL TIME AND TRAVEL TIME. AND CURRENTLY SAN JOSE IS MEETING IT 60% OF THE TIME AND THE STANDARD IS 90%, WE ARE BELOW OF THAT STANDARD BUT IT'S UNIQUE TO THE TRAVEL TIME. BUT WE HIT IT AT 63% OF TIME. AND WE ARE EXPLORING OUR TRAVEL TIME TO TWO MINUTES AND IT WILL TAKE TIME TO GET THAT NUMBER DOWN BUT WE BELIEVE IT CAN BE BROUGHT DOWN.

>> WITH 63% OF THE TIME AND THE STANDARD 90 AND WITH THE CURRENT PROPOSAL ON THE TABLE, I JUST FIND IT VERY TOO HARD BELIEVE THAT WE CAN INCREASE THAT PERCENTAGE. CAN YOU ELABORATE MORE ON HOW YOU CAN DO THAT?

>> WITH DEDUCTIONS WE WON'T SEE THAT INCREASE. IN THIS FISCAL YEAR WE ARE MEETING OUR EIGHT-MINUTE TRAVEL TIME 80% OF THE TIME. AND WE HAVE ADDED TWO STATIONS AND HAVE REDEPLOYMENT STRATEGY AND WITH STATION 19, 21 AND 24, AND WE WILL SEE IMPROVEMENTS WITH THAT. WHILE WE MEET IT 83% OF THE TIME, AND THE MODELING WITH THE PROJECTIONS WE WILL SEE A RESPONSE TIME, THE TRAVEL TIME WOULD GO DOWN EQUIVALENT BUT I DON'T KNOW IF WE HAVE RUN THAT NUMBER YET. I CAN CHECK WITH STAFF BUT I DON'T THINK WE HAVE RUN TO SEE WHAT THE FOUR-MINUTE TRAVEL TIME WILL BE.

>> AND THEN -- IN REGARDS TO REDUCING THE FIVE FIGHTERS ON THE TRUCK COMPANIES. WHEN WAS THE LAST TIME WE HAD THAT HAPPEN, I REMEMBER WHEN WE HAD SIX FIGHTER ON THE TRUCK COMPANY AND NOW REDUCED TO FIVE, AND NOW SOME ARE REDUCED TO FOUR. CAN YOU TALK ABOUT THE IMPACT THAT TOOK PLACE WHEN WE REDUCED FROM SIX TO FIVE?

>> SURE WE HAD A COUPLE OF TRUCK COMPANIES, THREE WERE STAFFED AT SIX FOR THE DOWNTOWN DEPLOYMENT, FOR THE HIGH RISES. I BELIEVE WHEN STATION 30 OPENED UP THAT CAME OFF AND BACK TO FIVE ON TRUCKS 3 AND 1. WE ARE CURRENTLY AT FIVE ON ALL OF OUR TRUCKS. TO TALK TO THE NFPA STANDARD, THE MINIMUM IS FOUR PEOPLE ON AN ENGINE AND FOUR ON A TRUCK. AND THEY RECOMMEND SIX FOR THE HAZARDOUS AREAS. ON THE NORTH END OF TOWN WE SHOULD HAVE INCREASED VOLUME. AND ON THE DOWNTOWN TIME AREAS WE SHOULD HAVE MORE. ON A STUDY DONE ON FIREFIGHTER NUMBERS, AND THAT LOOKS AT FIREFIGHTERS FROM 2-5 ON APPARATUS, AND FOUR SEEMS TO MEET THE RESPONSE TIMES AND ON-TASK. AND THAT'S A STUDY THAT CAME OUT A COUPLE OF WEEKS AGO. AND I RECEIVED A SURVEY OF CITIES OF 1.5 MILLION, AND EL PASO DID THAT SIZE, AND OUT OF THE SURVEYS SAN JOSE RAN WITH FOUR ON THE TRUCK. I BELIEVE IT'S A DISCUSSION WE NEED TO HAVE HERE IN SAN JOSE, I BELIEVE THERE IS MERIT TO LOOK AT WHAT WE DO. ABOUT 70% OF THE FIRES OCCUR IN SINGLE-FAMILY RESIDENTS. AND THAT'S WHAT THE STUDY LOOKED AT AND WHAT IT TOOK TO KEEP PEOPLE ON TASK TO DO THAT WORK. AND THE FOUR-TRUCKS WERE EFFICIENT IN THAT. I WOULD SAY WITH THE 10 TRUCKS WE HAVE NOW, IF WE WEREN'T DOING BUDGET REDUCTIONS BUT IF WE WENT TO FOUR ON TRUCKS, WE COULD ADD TWO MORE TRUCKS TO THE FLEET AND COVER MORE GROUND. AND THAT REQUIRES US TO LOOK AT THE TASKS BUT WHEN WE HAVE 20 DEPARTMENTS SIMILAR TO OUR SIZE AND RUN WITH FOUR, AND WE CAN MANAGE THAT TOO WITH TRAINING AND POLICIES CAN MAKE IT WORK FOR US. I THINK IT WARRANTS SERIOUS DISCUSSION AND I BELIEVE THERE IS MERIT TO IT AND I WOULD LIKE TO GET INTO THOSE DISCUSSIONS.

>> WOULD YOU MIND SHARING THOSE TWO STUDIES WITH ME?

>> SURE, LET ME DO THAT HERE. AND WE CAN GET YOU INFORMATION IN WRITING IF YOU NEED IT TOO. HERE IS NFP STANDARDS AND TALKS ABOUT FOUR ON A TRUCK AND TALKS ABOUT FIVE AND SIX DEPENDING ON THE SEVERITY WHERE THEY ARE SERVING. BUT WE HAVE A LOT OF TRUCKS SERVING RESIDENTIAL AREAS. AND IN THE STUDY IT TALKED ABOUT THE STUDY WOULD PROVIDE EQUIPMENT AND TOOLS TO QUANTIFY COMMUNITY RISK AND DEPLOYMENT. THIS IS WHAT SAN JOSE HAS DONE SINCE 2000, WE LOOK AT REAL-TIME SITUATIONS WHERE THE CALLS OCCUR AND HOW TO BETTER DEPLOY OUR RESOURCES. THIS STUDY IS THE FIRST SCIENTIFIC STUDY TO LOOK AT WHAT IT TAKES TO FIGHT A FIRE. IT'S ABOUT 100-PAGES LONG. BUT HAS A LOT OF GOOD DATA IN THERE AND IT'S ONTASK FOR WHAT WE HAVE DONE IN SAN JOSE WITH OUR DECKING PROGRAM AND THE DYNAMIC PROGRAM. I THINK THERE IS SOME REPORTS THAT EXPLAIN WHAT WE DO HERE IN SAN JOSE.

>> IN THE DYNAMIC DEPLOYMENT, PRIOR TO THE RECOMMENDATION OF USING THE DYNAMIC DEPLOYMENT STRATEGY FORWARD, DID YOU GET A CHANCE TO ADDRESS THE FIRE RESPONSE AND MEDICAL RESPONSE?

>> YEAH, I HAVE NOT PERSONALLY DONE THAT, BUT JEFF KATIE, ACTING DIRECTOR HAS GONE BACK TO DEPARTMENTS AND TALKED TO SOME USING THIS STRATEGY. ONE CITY THAT IS USING IT IS NASHVILLE NOW, AND THEY USE DYNAMIC DEPLOYMENT. THAT'S A TERM THAT WE COINED HERE IN SAN JOSE. WE CALL IT THIS BECAUSE IT LOOKS AT RESOURCES AND WHERE WE PREDICT THE CALL VOLUME AND DEPLOY RESOURCES THERE. AND WE COINED THE TERM DYNAMIC DEPLOYMENT, IT'S MADE UP OF THE SOFTWARE AND THE INTEGRATION WITH THE CAD, AND THE WAY WE HAVE IT IS FOR PEOPLE TO LOOK AT THIS MAP ON A REAL-TIME BASIS MAKING REAL-TIME DECISIONS. SOME PEOPLE THAT MR. KATIE HAS TALKED TO DON'T USE IT FOR DECISIONS. NASHVILLE HAS IT IN THE WAY WE ARE DEPLOYING IT AND MAKING MOVE UPS WHEN THEY OCCUR INSTEAD OF WAITING FOR A BIG FIRE. IT GETS BETTER UTILIZATION OF THE RESOURCES. WE GET THIS LIVE-MODULE FOR A WHILE JUST NOT THE TIME AND RESOURCES TO PUT IT IN PLACE. THIS HAS GIVEN US THE IMPETUS TO PUT IT IN PLACE AND MAKE THOSE MOVE-UPS SO THE IMPACTS ARE MITIGATE IT AND TAKE CARE OF ANY GAP COVERAGE THAT WOULD EXIST IF WE DIDN'T HAVE THIS PROGRAM IN PLACE. THERE IS MORE DETAIL AND JEFF KATIE CAN TALK ABOUT IT.

>> ACTUALLY YOU DID A PRESENTATION IN MY OFFICE. JUST A FOLLOW-UP QUESTION, SINCE WE NEVER USED THIS PROGRAM, WOULD IT BE FEASIBLE TO USE THIS AS A PILOT PROJECT THAN IMPLEMENT PERMANENTLY. WHEN WE CAN'T ACCESS THE EFFECTIVENESS OF THE RESPONSE TIME RELATED TO FIRE AND MEDICAL. I FEEL UNCOMFORTABLE BECAUSE WE ARE PUTTING RESIDENTS LIVES AT RISK AND TO PICK UP A MODEL THAT WE HAVEN'T REALLY IN MY OPINION REALLY STUDIED THAT WELL OR THOROUGHLY. I WOULD FEEL MORE COMFORTABLE IF WE USE THIS AS A ONE TO TWO YEAR PILOT PROGRAM.

>> THE REASON WE PURCHASED IT IN THE FIRST PLACE WAS TO USE IT IN THAT BASIS AND NOW WITH THE SEVERE REDUCTIONS, WE BELIEVE IT WILL BE EFFICIENT AND EFFECTIVE. AND JEFF KATIE CAN TALK ABOUT IT MORE, HE'S BEEN TO CONFERENCES TO SPEAK ON THIS AND MET WITH DEPARTMENTS USING IT. AND NASHVILLE HAS USED IT FAIRLY SUCCESSFULLY. AND WE THINK IT'S VERY VIABLE AND IT WILL WORK. WE WOULD PREFER TO DO IT WITHOUT THE REDUCTIONS BUT IF THEY TAKE PLACE, AND IF YOU TAKE FIVE STATIONS OUT OF THE MIX, THAT 80% GOAL WILL SHOOT DOWN QUITE A BIT. WITH THIS WE BELIEVE IT WILL BE A 3% OR LESS REDUCTION.

>> THANK YOU, AND A FINAL QUESTION ABOUT DYNAMIC DEPLOYMENT. I NOTICE IN THE FACT SHEET THAT YOU MENTIONED THAT WE WILL HAVE TO RELY MORE ON MUTUAL AID TO HANDLE THE INCIDENTS THAT WILL OCCUR. I WAS WONDERING IF YOU HAVE ANY CONVERSATIONS WITH THE NEW AGE PARTNERS IN TERMS OF HOW WE WORK TOGETHER COLLABORATIVELY AFTER WE MOVE FORWARD?

>> YES, THE COUNTY CHIEFS MEET ON A MONTHLY BASIS AND THIS IS WHAT WE ARE TALKING ABOUT, AND THE LAST MEETING IN SANTA CLARA THE CHIEF WAS PROPOSING A 10-15% CUT WHERE BEFORE HE THOUGHT HE WOULD HAVE TO CUT NOTHING. AND WE HAVE HAD DISCUSSIONS WITH OTHER CITIES, AND WE TALK ON A REGULAR BASIS WITH CAL FIRE AND THE REST OF HOW TO SUPPORT EACH OTHER. THE DYNAMIC DEPLOYMENT WILL HELP US WITH THE RESPONSE TIMES BUT WON'T MAKE UP WITH THE RESOURCES GONE. AND THAT'S WHY I PREDICT THAT MUTUAL AID WILL HELP MORE. WE WILL RELY MORE ON MUTUAL AID AND REQUIRE A BETTER PARTNERSHIP OF THESE POLICIES AS A WHOLE. ONCE WE KNOW THE REDUCTIONS BY US AND THE SURROUNDING DEPARTMENTS.

>> THANK YOU VERY MUCH.

>> CHIEF, COULD YOU JUST COMMENT ON WE CONSIDERED THIS AS AN ALTERNATIVE TO CLOSING OR ROUNDING OUT STATIONS WHICH I KNOW WAS REALLY VERY IMPORTANT THAT WE NOT DO TO YOU. COULD YOU COMMENT ON THAT.

>> THANK YOU FOR WILL FOLLOW-UP, YEAH, THE BROWN-OUT SYSTEM USED THROUGHOUT THE STATE AND ACROSS THE COUNTRY. THERE ARE SEVERAL, SACRAMENTO, ALMITTO COUNTY AND

CITY, THEY SELECT A STATION AND CLOSE IT FOR THE DAY. THEY DON'T STAFF IT. AND WHILE IT WOULD BE BETTER, WE FELT LOOKING AT THIS. WHILE WE KNOW THAT ONE OR TWO STATIONS MAY BE SHUT IN THIS TIME, WE CAN MOVE RESOURCES IF THE VOLUME PICKS UP. AND IF A CALL COMES WE KNOW IT WILL TAKE THREE MINUTES LONGER TO GET THERE. AND THE DYNAMIC DEPLOYMENT HAS ON A BASIS OF MOVING FOR, AND A CHANGE IN THE RANK AND FILE, THEY MAY END UP AT A DIFFERENT STATION DURING THE DAY AND GET BACK THERE FOR SLEEP. IT WILL BE DIFFERENT BUT PUT OUR RESOURCES WHERE THEY NEED TO BE BASED ON THE HISTORICAL CALL VOLUME. I FELT TALKING WITH STAFF THIS WAS A MORE EFFICIENT SYSTEM THAN BROWN-OUTS. WHILE DYNAMIC DEPLOYMENT IS MOVING AROUND, AND BROWN-OUT IS CLOSE A STATION HERE AND HERE. AND THIS ALLOWS US TO UTILIZE OUR RESOURCES MORE EFFICIENTLY THAN THE BROWN-OUT METHOD. AND WHILE JEFF WENT TO CONFERENCE, I THINK WE ARE SEEING MORE DEPARTMENTS USING THIS THAN THE BROWN-OUTS ALSO.

>> COUNCILMEMBER CHU.

>> THANK YOU, MAYOR. I WANT TO SAY THANK YOU TO THE PUBLIC SAFETY PEOPLE AND SOME BACK THERE IN THE FIRE AND POLICE. CHIEF DAVIS, I KNOW WE HAVE THIS CONVERSATION MANY, MANY TIMES. ABOUT THE REASON WHY SAN JOSE IS ONE OF THE SAFEST BIG CITIES IN THE UNITED STATES IS NOT BECAUSE JUST OF THE POLICE SUPPRESSION BUT INTERVENTION. I WANT TO BRING TO YOUR ATTENTION, THAT DURING THIS ECONOMIC DOWNTIME, THE ONLY WAY TO LEVERAGE OUR CITY RESOURCES TO HAVE MORE VOLUNTEERS TO PARTICIPATE IN THE PUBLIC SAFETY OF THE CITIES IS THROUGH PREVENTION. WE HAVE THE NEIGHBORHOOD WATCH PROGRAM, WE HAVE THE CHOICE CC CHALLENGE PROGRAM, THAT REALLY LEVERAGE. AND THE CROSSING GUARD PROGRAM THAT REALLY LEVERAGE OUR CITY RESOURCES AND INVOLVE A LOT OF VOLUNTEER HOURS. SO I WOULD ENCOURAGE YOU TO GO BACK AND PUT, RETHINK YOUR STRATEGY IN LIGHT OF THE LEVERAGE THAT THE CITY RESOURCES AND ALSO CRIME PREVENTION WILL DEFINITELY HELP WITH OUR LOAD OF YOUR SUPPRESSION AND INTERVENTION UNIT. AND IT'S A PROBLEM THAT -- IT'S AN INVESTMENT THAT WE CAN USE NOW TO PREVENT THE FUTURE HIGH CRIME RATE. THAT'S MY COMMENT.

>> ONE THING I COULD POINT OUT, COUNCILMEMBER CHU, SIMPLY SAYING WE WILL MAKE THOSE CUTS IN THAT COMMUNITY SERVICE DIVISION DOESN'T MEAN WE WON'T DO PROGRAMS, WE WILL STILL HAVE EMPLOYEES DOING THAT WORK, BUT GIVEN A UNIT BY NAME TO THAT, THESE PEOPLE ARE REASSIGNED TO DIVISION CAPTAINS THAT ARE ASSIGNING THEM TO RESPONSIBILITY IN THE DIVISIONS LIKE THE MAYOR'S GANG TASK FORCE THAT WORK THROUGH OUR UNITS TO TARGET AREAS FOR PREVENTION. AND COUNCILMEMBER CONSTANT'S COMMENT, THIS IS AN AREA THAT IS STREAMLINING, AND NOT A LIEUTENANT BUT THE DIVISION CAPTAINS TO ALLOCATE THE RESOURCES. BUT I DON'T WANT PEOPLE TO THINK THAT WE ARE STOPPING THE CRIME PREVENTION, JUST THROUGH A DIFFERENT MECHANISM. ALBEIT NOT PERFECT BUT THE BEST WE CAN WITH THE RESOURCES.

>> THIS IS PROBABLY THE TIME WE INVEST MORE INTO THE CRIME PREVENTION.

>> COUNCILMEMBER CAMPOS.

>> THANK YOU, I WILL GO BACK TO SOME FIRE QUESTIONS AND THEN BACK TO POLICE. THE LAST QUESTION I THINK MY COLLEAGUE ASKED WAS REGARDING THE MUTUAL AID AND YOU MENTIONED THAT IF WE WERE TO GO THAT ROUTE YOU WOULD HAVE TO LOOK AT THE MUTUAL AID POLICY. IS YOUR DEPARTMENT LOOKING AT THAT POLICY?

>> YEAH, IT GETS REVIEWED EVERY YEAR, AND THE COUNTY CHIEF IS TALKING ABOUT IT, AND IF WE HAVE REDUCTIONS, WE LOOK AT THOSE RESPONSES. IF WE RECONFIGURE STATION 18, WE MAY HAVE TO CHANGE THAT AGREEMENT WITH THE SOUTH COUNTY CITIES. AND WE SEE WHAT OTHER CITIES MIGHT LOSE IN RESOURCES AND CONFIGURE HOW TO WORK BETTER.

>> AND I WANT TO GO BACK TO THE RESPONSE TIME. SO IT'S EIGHT MINUTES FROM THE TIME THAT SOMEONE DIALS 9-1-1.

>> CORRECT.

>> FOUR MINUTES I GUESS FOR PREP AND FOUR MINUTES IN ROUTE.

>> RIGHT, I HAVE A SLIDE THAT SHOWS THE NFPA ON THE LEFT SIDE AND THE SAN JOSE RESPONSE TIME. THE TRAVEL TIME IS CONSISTENT WITH FOUR MINUTES, THAT'S WHEN THE RUBBER IS ON THE ROAD. THE TURN-OUT CALL IS GETTING THE CALL AND GET UP AND PUT ON YOUR RIG. AND THE TIME WHEN 9-1-1 IS DIALED AND SOMEONE PICKS UP THE PHONE. THE DIFFERENCE WE HAVE IS ON THE TURN-OUT AND CALL TAKING TIME. AND THAT'S BEEN OUR STANDARD SINCE THE YEAR OF 1999-2000.

>> SO HOW DOES WITH THE CUTS YOU ARE PROPOSING, HOW DOES THAT AFFECT AREAS THAT HAVE TO INCORPORATE NOT ONLY CITIES BUT COUNTIES? AND I THINK THERE ARE A FEW DISTRICTS THAT NOT ONLY TAKE CARE OF CITY PROPERTY BUT THEY GO INTO COUNTY AND INTO THE FOOTHILLS. AND SO WITH YOUR NEW STRATEGY OF DYNAMIC DEPLOYMENT, HOW DOES THAT AFFECT THOSE PARTICULAR COMMUNITIES WITH RESPONSE TIME?

>> THE AREAS OF THE CITY THAT HAVE THE COUNTY POCKETS THAT ARE SURROUNDED ARE UNDER ZONE 1 WITH SANTA CLARA. THEY WON'T SEE CHANGE UNLESS A STATION IS REMOVED OR OUT OF SERVICE. THE LARGER AREA IS THE FOOTHILLS AND UNPROTECTED AREAS. THERE IS A REPORT DONE ON THAT, THE LAST WAS DONE IN 2004 AND IDENTIFIED A LOT OF THOSE AREAS. AND ESPECIALLY THE EAST SIDE, AROUND MOUNT HAMILTON ROAD, IT CAN TAKE TWO HOURS TO GET THERE. AND WE HAVE ADDRESSED THOSE WITH CAL-FIRE, AND THEY WILL PUT THEIR STATION BACK IN SERVICE. THAT IS IN THE DISCUSSIONS WITH THE COUNTY. AND IT'S IMPINGING THAT WE TALK WITH THE COUNTY ON A REGULAR BASIS AND THE REPORT COMING OUT WILL STIMULATE THOSE CONVERSATIONS. THAT'S AN AREA THAT IS HARD TO SERVE OUTSIDE OF THE CITY'S AREA OF RESPONSIBILITY BUT DO IT THROUGH THE MUTUAL AID PROGRAM.

>> IS IT FAIR TO SAY THAT YOU HAVE A LOT OF CONFIDENCE IN THIS DYNAMIC DEPLOYMENT MODEL OR PLAN?

>> YEAH, I AM VERY CONFIDENT IN THE STRATEGY OF DYNAMIC DEPLOYMENT. I THINK IF WE KEPT ALL OF OUR RESOURCES AND PUT DYNAMIC DEPLOYMENT PUT IN, I THINK WE COULD GO UP 80% HIGHER. IF THERE IS A VACANCY CREATED AND WE CAN MOVE THE CALL UP FASTER. I THINK IT HAS A LOT OF MERIT AND CAN BE USED FOR YEARS TO COME.

>> THIS IS A CHECK AND BALANCE, AND WE HAVEN'T USED IT HERE AND YOU ARE RELYING ON DATA, NOT FROM SAN JOSE BUT ELSEWHERE.

>> THE SOFTWARE PROGRAM COMES FROM ELSEWHERE, BUT IT TIES INTO THE CAD SYSTEM AND USE SAN JOSE REAL-TIME, IT WILL BE A MAP LIKE THAT THAT SHOWS WHERE ALL THE VEHICLES ARE AT ONE GIVEN TIME. AND PART TURNS ON THE VEHICLE LOCATORS THAT WE HAVEN'T TURNED ON, BECAUSE WE HAVEN'T CONNECTED TO THE BROADBAND, IT'S \$60,000 TO PUT THIS PROGRAM IN AND THE COST TO HAVE THE SENIOR PUBLIC SAFETY DISPATCHERS TO MONITOR. IT PROVIDES REAL-TIME DATA, I AM FAIRLY CONFIDENT AND WE ARE GOING TO BETA TEST IT.

>> WHAT IS THE COST? YOU SAID THE REAL COST COMES IN?

>> IT COMES IN HIRING THREE PUBLIC SAFETY DISPATCHERS.

>> WHAT IS THAT COST?

>> 500-600,000. WE DON'T TAKE THE THIRD REDUCTION OF THE THIRD ENGINE AND PUT THESE IN DEPLOYMENT.

>> WHAT YEAR IS THAT?

>> IF WE LOST THOSE WE WOULD HIRE THEM NOW GETTING READY FOR THAT.

>> OK. SO YOU ARE NOT SUPPORTIVE OF DOING A PILOT PROGRAM THEN? I DIDN'T HEAR YOU ANSWER THE COUNCILMEMBER.

>> IT WOULD BE FAR NICER TO DO A TRIAL BASIS IF WE DON'T HAVE THE CUTS. BUT I CAN'T FIND THESE REDUCTIONS ANYWHERE ELSE IN THE FIRE BUDGET. IF THEY WERE FOUND SOMEWHERE ELSE IN A STATEMENT OR BUDGET FIXES, IT WOULD BE GREAT TO DO IT THAT WAY. THAT WOULD BE THE IDEAL WAY. BUT I AM CONFIDENT THAT IT WILL WORK WITH THE STUDIES DONE AND THE CITIES WE HAVE TALKED TO.

>> THANK YOU, ANOTHER QUESTION AROUND FIRE, I KNOW NOW THAT THE FIRE ADMINISTRATION TRACKS TRUCKS AND ENGINES WHEN THEY RESPOND TO A FIRE OR INCIDENT. DO YOU ALSO TRACK MAYBE THE BACK-UP, SO SAY THAT TRUCK 3 RESPONDS TO A FIRE. AND TWO OTHER ENGINES OR TRUCKS ARE RIGHT BEHIND THEM. DO THEY GET TRACKED FOR THAT SAME FIRE? OR JUST LOGGED AS TRUCK 3 RESPONDING?

>> YES, HOW WE TRACK IS INCIDENT RESPONDING. SO WHEN THE VEHICLE GETS ON THE SCENE AND WE TRACK AND IT'S INCIDENT NUMBERS, AND THAT HELPS US SEE THOSE. WE DON'T TRACK BY DISPATCH NUMBERS. AND WHEN WE COMPARE TO SAN FRANCISCO AND THEY HAVE NUMBERS AND THEY SAY WE HAVE 60,000 INCIDENTS AND WE ONLY HAVE MUCH LESS AND WE JUST COUNT BY INCIDENT, NOT BY TOTAL DISPATCH NUMBER. WE CAN GATHER THE NUMBERS TO GET THE WORKLOAD OF THE UNITS BECAUSE THEY DO GO ON FIRES THEY DON'T GET CREDIT FOR. WHEN THERE IS A STRUCTURE FIRE, AND WE HAVE TWO TRUCKS GOING AND THAT'S ONLY ONE INCIDENT.

>> THE OTHER TRUCKS DON'T GET CREDIT.

>> RIGHT.

>> EVEN IF THEY ASSIST?

>> RIGHT, NOT THE WAY WE DO THE COUNTS. WE LOOK AT WORKLOAD AND INCLUDES THAT BUT FOR INCIDENT COUNT IT'S WHERE STATIONS GO AND THE CALLS OCCUR.

>> WHY, IS IT EASIER FOR YOU? I WONDER WHY YOU WOULDN'T DO THAT, I THINK THAT'S IMPORTANT DATA.

>> I WILL LET JEFF KATIE COME DOWN AND EXPLAIN WHY INCIDENT COUNT IS A MORE SOLID NUMBER TO USE THAN DISPATCH NUMBERS, AND THERE IS SEVERAL VALIDATIONS FOR THAT.

>> MY QUESTION, EVEN IF THEY ASSIST AND THEY ARE NOT CREDIT FOR RESPONDING TO IT. EVEN IF TWO OTHER ENGINES ASSIST.

>> JEFF KATIE, DEPUTY DIRECTOR OF SERVICES, TO THE CHIEF'S POINT FROM A SIMPLE REPORTING STANDPOINT WE GENERALLY RELY ON INCIDENTS. AND THAT'S WHAT YOU SEE ON THE WEBSITE. WHEN IT COMES TO WORKLOAD, THAT'S WHEN WE LOOK AT DISPATCHES AND WE COUNT THE NUMBER OF DISPATCHES THAT A RESOURCE OCCURS IN A PARTICULAR STATION. WE DO IN A CURRENT RECORDS MANAGEMENT SYSTEM HAVE THE OPPORTUNITY TO LOOK AT IF THERE WAS A SIMULTANEOUS CALL THAT OCCURRED. WHILE WE HAVE TA CAPTURED WE STRUGGLE WITH THE CAPACITY TO PULL THAT OUT OF THE SYSTEM. THAT'S WHERE WE ARE FOCUSING TO GET THAT DATA OUT AND DO THAT ANALYSIS. PART OF THE STRATEGY IS WELL INCLUDED. DIALOGUE WITH

THE CITY I.T. DEPARTMENT AND ABOUT I.T. RESOURCES THAT ARE NECESSARY TO KEEP THIS ON TRACK. AND WE HAVE A COMMITMENT TO THE CITY MANAGER AT THAT POINT. WHEN WE PLAN, THE TOOLS THAT WE USE FOR THE PLANNING EFFORT, THERE ARE TWO OF THEM. AND CHIEF MENTIONED ONE, LIVE-MUM. THAT'S AN APPLICATION THAT TAKES THE DATA FROM THE COMPUTER DISPATCH SYSTEM, THAT'S WHAT THE CHIEF REFERRED TO. AND EVEN THOUGH WE HAVE HAD SOME ISSUES WITH THE RECORD MANAGEMENT SYSTEM, THE DATA FOR THE PLANNING PIECE AND HOW WE DEPLOY THE RESOURCES AND MONITOR THEM IS COMING DIRECTLY FROM CAD, THE COMPUTER-AIDED DISPATCH SYSTEM. AND THAT ALLOWS US TO LOOK AT THE VOLUME OF CALLS THE FLEET IS HANDLING. AND ONE LAST POINT, WHY YOU SEE A VARIETY OF DIFFERENT NUMBERS, WE LOOK AT EMERGENCIES DIFFERENT THAN NON-EMERGENCY CALLS. THERE ARE A HOST OF ACTIVITIES THAT WE RESPOND TO THAT ARE NOT EMERGENT IN NATURE. BACK IN 2000 WE IDENTIFIED THERE IS WORK OR SERVICES PROVIDED THAT COULD BE PROVIDED BY ANOTHER ENTITY THAT WOULD REDUCE THE OVERALL VOLUME. SO WE WOULD HAVE MORE CAPACITY IN THE SYSTEM. IF THESE REDUCTIONS ARE MADE, WE WILL HAVE TO LOOK AT THOSE SERVICES THAT WE PROVIDE THAT ARE NOT EMERGENCY IN NATURE. ONE LAST POINT, WHEN THE CHIEF TALKED ABOUT MOVING RESOURCES, AND THIS APPLICATION ALLOWS US TO PLAN AROUND HISTORICAL DEMAND. IN SOME LOWER PRIORITY CALLS WE MAY ELECT TO USE RESOURCES NOT CLOSEST TO THE RESPONSE BUT THE RESOURCE THAT CAN RESPOND IN THE TIME FRAME APPROPRIATE. THAT MEANS A WORKLOAD BALANCING STRATEGY THAT KEEPS THE BUSYEST TRUCKS IN THE DISTRICT, LIKE ENGINE 2 OR 8, AND RELY ON THE PERIPHERAL RESOURCES THAT ARE NOT COMMITTED AS OFTEN. WHEN WE TALK ABOUT DYNAMIC DEPLOYMENT, THAT'S THE STRATEGY AND BRINGING IN NEW SOFTWARE TOOLS TO MANAGE AND DEPLOY OUR RESOURCES. WHICH THE CHIEF IS TALKING ABOUT IS REALLY GAINING NATIONAL INTEREST AND DIRECTION. BECAUSE THESE ARE STRATEGIES THAT HAVE BEEN DEPLOYED BY THE PRIVATE SECTOR, AND WE ARE ADDING, THE MAIN PLANNING APPROACH IN ADDITION TO SOME OF THESE APPROACHES THAT USE SYSTEM MANAGEMENT AS WELL.

>> LET ME THROW IN ANOTHER QUESTION, I KNOW YOU ARE PROPOSING TO CLOSE A FEW FIRE STATIONS. CORRECT?

>> IN THE PROPOSAL AS IT GOES FOR WITH THIS NUMBER OF REDUCTIONS, STATION 33 WOULD BE ONE STATION CLOSED. IF THERE WERE LESS, WE WOULD HAVE DIFFERENT STRATEGIES TO LOOK AT STAFFING STATION 33 IN SOME WAY, BUT WITH THE SIGNIFICANT REDUCTIONS WE WOULD HAVE TO CLOSE THAT.

>> HOW DOES THIS MAKE SURE THAT THE PEOPLE LIVING AROUND THERE RECEIVE THE ADEQUATE RESPONSE TIME THEY DESERVE?

>> THERE ARE CERTAINLY SOME AREAS THAT WILL STRUGGLE. BUT TO YOUR POINT, AS WE DEPLOY RESOURCES AND LOOK AT UNDERLYING RISKS, AND THAT'S WHAT WE IDENTIFY AS HIGHER RISK. AND PART OF THE STRATEGY IN THE BUSINESS RULES OF THE APPLICATION, TRYING TO KEEP ONE RESOURCE TO RESPOND LIKE SOMETHING OUT OF STATION 18 AND 13 THAT HAS THE QUICKEST RESPONSE TIME TO THE TOP OF THE HILL. SO WAYS TO MITIGATE THAT, AND IT'S A MITIGATION STRATEGY TO MAKE SURE THAT WE DON'T ALLOW A HOLE TO BE CREATED IN THE COVERAGE THAT MAY MORE ADVERSELY IMPACT THE TOP OF THE HILL.

>> WHAT IS YOUR QUICKEST RESPONSE TIME? THAT COULD MEAN A LOT OF THINGS TO ME?

>> ENGINE 18 AND 13 GET TO THE BOTTOM OF THE HILL IN JUST ABOUT EIGHT MINUTES IN THE 70% RANGE. JUST WITH THE SURROUNDING CONTIGUOUS STATIONS AND THAT WAS PART OF THE THOUGHT PROCESS, WHAT DO WE HAVE FOR CONTIGUOUS STATION COVERAGE. THE CHALLENGE WITH COMMUNICATION HILL YOU HAVE A SMALL NUMBER OF UNITS ON THE TOP OF THE HILL. WHAT HAPPENS IF WE GET TO THE BOTTOM OF THE HILL IN EIGHT MINUTES, WE HAVE TO ADD THREE MINUTES TO FOUR MINUTES TO GET TO THE TOP. SO THE RESPONSE TIME IS 11-12 MINUTES TO GET TO THE TOP OF THE HILL. THAT'S A CHALLENGE. AND BECAUSE OF THE GEOGRAPHY WE CAN'T SURMOUNT THAT NOW.

>> SO I THINK IT CONCERNS ME AND TROUBLES ME. AND I AM NOT SAYING IT DOESN'T TROUBLE YOU. BUT I THINK THAT WHEN CONSTITUENTS SEE THAT THE REST OF THE CITY IS GETTING THE STANDARD. AND THOSE THREE MINUTES MAY SAVE A LIFE OR NOT SAVE A LIFE. IT SHOULD ALARM US. I REALLY APPRECIATE YOU WALKING US THROUGH ALL OF THESE STATISTICS. AND I THINK IT'S IMPORTANT FOR US TO HAVE LIVE DATA AND LIVE FACTS THAT YOU HAVE JUST SHARED WITH US IN MAKING THESE DECISIONS THAT AFFECT OUR CONSTITUENTS. SO STILL CONCERNED I WAS THINKING ABOUT THE FIRST TIME I HAD A DISCUSSION IN 2001 ABOUT RESPONSE TIME. AND IT WAS AT THE OLD CITY HALL. AND YOU WEREN'T CHIEF AT THAT TIME. BUT I AM SURE YOU PROBABLY REMEMBER THE CONVERSATION. AND WE HAVE BEEN ABLE TO HOLD THE LINE FOR A LONG TIME AT 8. AND I THINK THAT ONCE WE START BENDING THE STANDARDS IT JUST DOESN'T APPEAR TO BE THE DIRECTION THAT I WOULD LIKE TO SEE THE CITY GO. AND THOSE ARE MY COMMENTS ABOUT THAT. CHIEF I AM NOT ASKING TO YOU RESPOND.

>> THESE ARE GUT WRENCHING DECISIONS, THEY ARE NOT SIMPLE BROUGHT FORWARD. WE UNDERSTAND THE IMPACTS AND ONE ADDITION TO COMMUNICATION HILL, WE GO TO THE CAD AND GET THE NUMBERS OUT OF THERE. IT'S A SMALL NUMBER, NOT TO SAY THAT 10 CALLS IS NOT INSIGNIFICANT, THE PEOPLE HAVING THOSE CALLS, THEY ARE SERIOUS IN NATURE. BUT TO LOOK AT THE ENTIRE CITY AND KEEP THE LEVEL AT 80%, AND THIS ONE AREA THAT MAY HAVE 20 CALLS A YEAR IS A LOT TO HAVE AN ENGINE THERE ALL THE TIME. AND I AGREE, THESE ARE GUT-WRENCHING DECISIONS AND NOT BROUGHT FORWARD EASY AT ALL.

>> CHIEF, CAN YOU DISCUSS AND ARE YOU STILL CONSIDERING AND CONFER THE STAGING OF FEWER PEOPLE UP THERE DURING CERTAIN TIMES OF THE DAY?

>> YES, ONE THE AREAS WE ARE LOOKING AT AND IT REQUIRES MEET AND CONFER, AND I KNOW THEY ARE TALKING ABOUT VARIOUS ISSUES. BUT ONE AREA THAT WE HAVE BROUGHT FORWARD IS TO LOOK AT A TWO-PERSON UNIT UP THERE. THERE IS MITIGATION TOOLS FOR A SMALL POPULATION AT THE TOP OF THE HILL, PUTTING PUBLIC AED's IN THE PARK AREAS AND WE HAVE LOOKED AT A PROGRAM THAT TRAIN ALL 660 HOUSEHOLDS TRAINED IN CPR, AND IT WOULD BE THE FIRST PLACE WE TRY TO PUT A CONCEPT IN PLACE, WHERE THE COMMUNITY IS THERE AND CAN HELP WITH THE CHAINS OF SURVIVAL FOR PEOPLE. WHETHER IMMEDIATE CPR, AED's AND AN EMERGENCY TO WORK ON THOSE THINGS. IT'S SOMETHING THAT WE CAN DO BECAUSE IT'S A SMALL POPULATION OF THE CITY.

>> THANK YOU. I HAVE A FEW QUESTIONS REGARDING POLICE. AND CHIEF, REMIND ME WHEN WE HAD THE PRESENTATION REGARDING THE FIVE-YEAR STAFFING PLAN. WAS THAT TWO YEARS AGO THAT YOU CAME BEFORE THE COUNCIL AND SHARED WITH US THAT IF WE DIDN'T HIRE 500 OFFICER IN THE NEXT FIVE YEARS WE WOULD BE, THAT YOUR RESOURCES WOULD BE SO THIN THAT WE MAY NOT BE ABLE TO CONTINUE TO MEET THE DEMAND AND PROVIDE THE QUALITY OF SERVICE OF A GROWING POPULATION. WAS THAT TWO YEARS AGO?

>> NO, I BELIEVE IT WAS AT THE END OF THE 2006.

>> OK, IT'S BEEN LONGER. THE REASON I BRING THAT UP, EVEN BACK THEN IT WAS CONCERNING TO ME. AND I THINK THAT IN LISTENING TO YOUR COMMENTS THAT YOU WERE ADDRESSING TO THE COUNCIL THAT WE HAVE ALREADY CUT A LOT. AND THAT YOU CAN'T CUT ANYMORE. SO NOW ARE HAVING TO GO TO RANK AND FILE. AND LIKE I SAID, I DON'T THINK THAT THE WORD CONCERN IS EVEN THE RIGHT WORD TO USE. I THINK IT'S ALARMING. I DON'T EVEN KNOW HOW ELSE TO SAY THAT WE AS A COUNCIL, AND I KNOW WE HAVE TO BRING EVERYTHING FORWARD COULD SUPPORT SOMETHING LIKE THAT WHEN WE NEED TO MEET THE DEMANDS OF OUR POPULATION THAT CONTINUES TO GROW. AND I THINK THAT THE STATISTICS SHOW THAT WE WILL GROW ANOTHER QUARTER OF A MILLION IN THE NEXT WHAT, FIVE YEARS? 10 YEARS?

>> 10.

>> 10 YEARS. AND WE ARE AT STAFFING LEVELS, THAT WE BE AT STAFFING LEVELS OF 1991.

>> THAT'S CORRECT.

>> SO BACK THEN IT WAS CONCERNING. AND I THINK THAT'S WHY I WAS SO ADAMANT TO PUSH THAT WE ADD 25 MORE OFFICERS AND WE KEPT THAT GOING. AND THAT DOESN'T EVEN MEET THE DEMAND. SO I WANT TO SAY THAT I AM VERY APPRECIATIVE THAT YOU FINALLY HAVE BEEN ABLE TO BE AS FRANK AS YOU HAVE. BECAUSE IT'S SCARY. AND I AM NOT SURE, YOU KNOW HOW TO EVEN ASK THAT WE RETHINK THE PROPOSAL THAT YOU HAVE BROUGHT BACK. SO I DON'T KNOW IF YOU EVEN WANT TO RESPOND TO THAT. I KNOW YOU SAID THAT YOU HAVEN'T CUT ANYWHERE ELSE, YOU HAVE CUT EVERYTHING AND THIS IS WHY YOU HAVE TO BRING THIS FORWARD.

>> THANK YOU COUNCILMEMBER. WE ARE AT A POINT THAT EVEN THE PROPOSAL THAT WE BROUGHT FORWARD IS ANOTHER 12% REDUCTION IN THE BUREAU OF INVESTIGATIONS. IT'S NOT JUST SAYING WE ARE GOING TO RANK AND FILE, BUT WE ARE CUTTING IN THE DEPARTMENT AS WELL.

>> I HEAR YOU.

>> THE PROBLEM YOU HAVE IN A CITY FOR A MILLION PEOPLE, AND YOU HAVE SIX BURGLARY INVESTIGATORS, THAT'S UNHEARD OF. YOU CAN'T GET LOWER THAN THAT. THERE IS NO OTHER PLACE TO GO BESIDES PATROL. IF THERE IS ANY POSSIBLE WAY TO GET OUT OF THAT, WE WOULD DO IT. THAT'S WHAT WE HAVE DONE FOR THE LAST EIGHT YEARS. AND WE ARE THERE.

>> I WON'T ASK ANY OTHER QUESTIONS, MOST OF MY COLLEAGUES HAVE ASKED THOSE QUESTIONS. WITH THAT PROPOSAL I HAVE A REALLY HARD TIME OF SAYING I COULD SUPPORT A BUDGET WITH THAT ON THE TABLE. SO I WILL LEAVE IT AT THAT. THANK YOU CHIEF FOR BEING HERE AND HAVING TO GIVE A PRESENTATION THAT IS PROBABLY NOT ONE YOU WERE LOOKING FORWARD TO. AND I AM SURE THAT YOU ARE NOT LOOKING FORWARD TO HAVING US VOTE ON A BUDGET THAT INCLUDES ALL OF THOSE CUTS. SO I AM HOPEFUL THAT WE WILL FIGURE OUT HOW WE DON'T HAVE TO CUT THESE POSITIONS. AND I WOULDN'T EVEN ASK JENNIFER TO GO BACK TO THE DRAWING BOARD TO FIGURE OUT WHERE THERE IS MONEY TO MAKE SURE WE CAN KEEP THESE POSITIONS. BECAUSE I KNOW YOU HAVE ALREADY EXHAUSTED YOUR POTS OF MONEY. SO WITH THAT I HAVE NO MORE QUESTIONS.

>> COUNCILMEMBER HERRERA.

>> THANK YOU, MAYOR. FIRST OF ALL, I WANT TO AND I THINK OTHERS HAVE SAID THIS, THANK THE POLICE AND FIRE DEPARTMENTS. I KNOW THERE ARE FOLKS HERE IN THE AUDIENCE THAT REPRESENT BOTH OF OUR POLICE AND FIRE AS WELL AS THE MANAGEMENT. I WANT TO THANK YOU ON BEHALF OF THE RESIDENTS IN MY CITY FOR THE WORK THAT YOU DO. I KNOW THAT A LOT OF TIMES WE HEAR A COMPLAINT FROM THE MINORITY, BUT THE MAJORITY OF PEOPLE IN THIS CITY ARE REALLY GRATEFUL FOR THE WORK THAT THE POLICE AND FIRE DEPARTMENT DO. AND I HEAR THAT ON A DAILY BASIS. AND I WANT TO COMMENT THAT WE ARE LOOKING IN TERMS OF POLICE WE ARE LOOKING AT 1.2 PER THOUSAND. IN TERMS OF COVERAGE. AND IN FIRE LESS THAN .6 PER THOUSAND, GOING DOWN FROM .7. AND WE HAVE HAD FORCES THAT HAVE BEEN ABLE TO DO THE JOB AND SPEAKS TO THE DECISIONS OF COUNCILS IN THE PAST IN AGREEMENTS WITH THESE ORGANIZATIONS. SO I WANT TO SAY YOU GUYS DO A FANTASTIC JOB. GUYS AND GALS, AND WE ARE ALL GRATEFUL TO YOU. I HAVE A QUESTION, I WANT TO START WITH POLICE. WHAT IS THE POINT, 1.2 PER THOUSAND, AND I HAVE ASKED THIS QUESTION THAT WE ARE ONE OF THE LOWEST FOR A BIG CITY. AND NUMBERS ALONE DO NOT MAKE A GREAT POLICE DEPARTMENT, BECAUSE I JUST SAID THAT WE HAVE DONE FANTASTIC THINGS EVEN WITH SMALL NUMBERS. WHAT IS THE TIPPING POINT THAT YOU CAN'T GO BELOW OR WE WON'T BE A SAFE CITY?

>> I AGREE WITH YOUR COMMENTS, WE CAN'T FOCUS ON THE NUMBERS, WE KNOW THERE ARE 30 CITIES IN THE STATE THAT HAVE 2.6 OFFICERS PER THOUSAND. WE ARE AT THE BOTTOM, NO CITY IS

LOWER THAN US, BUT TO YOUR POINT I DON'T BELIEVE WE NEED TO BE AT 2.6. THAT'S THE NATIONAL AVERAGE. SO WHERE THAT SWEET SPOT IS FOR THE CITY, DEPENDS ON THE ISSUES. BUT THERE IS A POINT WHERE YOU ARE SO SHORT STAFFED AND AS THE CITY CONTINUES TO GROW, YOU ARE MAXED OUT ON YOUR STAFF TO PERFORM. WE ARE THERE, AND WE ARE PROPOSING TO CUT MORE. I THINK WE HAVE DONE EVERYTHING WE CAN TO BE AS INNOVATIVE AS WE CAN. THAT DOESN'T MEAN THERE ARE MORE LEVERAGED RESOURCES OR MORE COLLABORATION WITH COMMUNITY GROUPS. IF YOU LOOK AT WHAT WE HAVE DONE IN POLICING, WE HAVE MAXIMIZED OUR ABILITY FOR GANG ISSUES AND FOR DETECTIVE BUREAU TO PUT THEM JUST THE EXACT NUMBER OF UNITS BASED ON THE RESOURCES AND TO GIVE RESOURCES TO CONTROL DIVISIONS TO DO A GOOD JOB. MY POINT IS THAT WE HAVE CUT SO MUCH, AND AT SOME POINT WHEN YOU HAVE A CITY OF A MILLION PEOPLE AND YOU CAN'T CUT MORE, THAN TO SAY WHAT ARE WE GOING TO STOP DOING. IT'S WITHIN THE DNA OF THE SAN JOSE PD, TO TAKE OUR RESOURCES AND MAXIMIZE THEM. WE WON'T STOP THAT. WHATEVER WE DO, WE WILL DO WELL. BUT WE ARE AT THAT TIPPING POINT IN TERMS, WE HAVE DONE THE FIVE-YEAR STAFFING PLAN A FEW YEARS AGO WHERE WE NEED TO BE, AND WE ARE HUNDREDS BEHIND NOW. AT SOME POINT YOU WILL CONTINUE TO CRACK THE INDIVIDUALS TO FIND THE SERVICE THAT THE CITY NEEDS TO EXPECT.

>> MY COLLEAGUES HAVE ASKED A LOT OF QUESTIONS ABOUT THE INVESTMENT WE HAVE MADE. AND LOTS OF OTHER POINTS OF LOSING THESE OFFICERS WE ARE CONTEMPLATING. AND I KNOW WE HAVE ASKED YOU TO COME UP WITH THESE SOLUTIONS. I AM NOT NEGATIVELY TO GO AFTER SOMEONE WITH THESE PROPOSALS, IT'S UP TO US TO FIND A WAY NOT TO MAKE THESE CUTS AND WORK TOGETHER WITH THE BARGAINING UNITS AND OURSELVES TO MAKE DECISIONS TO PRESERVE THAT. I HAVE SOME QUESTIONS MORE SPECIFIC QUESTIONS, BECAUSE MY DISTRICT IS AN OUTLYING DISTRICT. AND I WANT TO UNDERSTAND WHAT THE RESPONSE TIME CHANGE MIGHT BE, IF ANY, FOR PRIORITY-1 CALLS IN DISTRICT 8?

>> FROM THE PD PERSPECTIVE WE HOPE IF THERE IS AN INCREASE IN RESPONSE TIME THAT WE SHARE THAT THROUGHOUT THE CITY, NOT JUST ONE GIVEN AREA THAT IS IMPACTED. THAT'S WHY WE HAVE TO SEE WHAT THE IMPACTS WITH THE CUTS AND IF WE NEED TO SHUNT OFFICERS BECAUSE OF THE DISTANCES. AND UNDERSTAND THOSE FACTORS HAVE BEEN DRILLED INTO WHAT OUR CURRENT MODEL IS. WE HAVE TAKEN INTO ACCOUNT GEOGRAPHIC ISSUES AND TRAVEL TIMES AND ACCESS TO FREEWAYS. ALL OF THOSE HAVE BEEN TAKEN INTO ACCOUNT, AND YOU SHOULD CUT THROUGH THE CITY AND NOT SEE A HUGE RESPONSE TIME IN ONE GIVEN AREA. BUT BECAUSE OF THE CUTS WE DON'T KNOW IF THAT WILL HOLD. WE WILL HAVE TO GET DATA ON A WEEKLY BASIS TO SEE IF SOMEONE IS IMPACTED. AND IT WILL ALSO BE IMPACT FROM THE OFFICERS. IF WE FIND OFFICERS ARE ON CALLS WHERE THEY DON'T HAVE BACK-UP. WE WILL IMMEDIATELY JUMP ON THAT. IT WILL BE A BALANCING ACT TO ALLOCATE THOSE RESOURCES ON THE FLY. IT'S TOO LARGE OF A CUT TO ANTICIPATE WHAT IT MIGHT BE. WE KNOW PRETTY MUCH WE ARE HITTING PRIORITY-1, WE ARE A MINUTE OVER PRIORITY-2S. WE ARE TAKING TEAMS FROM 5-8 TO 4-6 PER TEAM. SO WE ARE JUGGLING.

>> AGAIN, CONCERNS IN CERTAIN AREAS, I UNDERSTAND THAT WE'RE ALLOCATING ACROSS THE CITY. AND I WANT TO COMMEND THE POLICE DEPARTMENT OF DOWN-TICKS OF AREAS OF CRIMINAL REPORTS. BUT ONE AREA THAT WE SEE INCREASES IS GANG RELATED INCIDENTS. AND THOSE ARE NOT EQUAL ACROSS THE CITY. AND THE AREAS WHERE WE HAVE GANG ISSUES, THE PROACTIVE APPROACH HAS BEEN ONE THAT HAS WORKED. AND I AM VERY CONCERNED HOW THAT MAY RESULT IN INCREASED GANG ACTIVITY. AND MORE COSTS TO SOCIETY IN ALL OTHER WAYS. AND ALSO I GET CONCERNED ABOUT SAFETY FOR OFFICERS IN NOT UNDERSTANDING THOSE AREAS AND TO KNOW THE TURF THEY ARE ON AND UNDERSTAND WHO IS OUT THERE. I AM JUST VERY CONCERNED IN THAT AREA. WE HAVE TO LOOK AT WHAT WE ARE DEALING WITH OUT THERE. AND IT SEEMS LIKE GANG ACTIVITY IS ON THE RISE. WE SEE THE RISE IN GRAFFITI AND THAT'S BEEN ASKED ABOUT. CAN YOU COMMENT ON HOW WE WILL STAY ON TOP OF AND MAKE SURE WE DON'T END UP WITH A LOT OF OTHER SERIOUS CRIMES AS A RESULT WITH THIS CHANGE?

>> CLEARLY OUR PRIORITY ON WHAT TYPES OF CRIME WE FOCUS ON WILL NOT CHANGE. GANGS HAVE BEEN A PRIORITY BACK TO THE EARLY 90's. AND BECAUSE OF THE HUGE SUCCESS WE HAVE

HAD LEVERAGING COMMUNITY RESOURCES AND WE WILL NOT STOP FOCUSING ON GANG CRIMES. OR DOMESTIC VIOLENCE OR OTHER ISSUES. BUT WHAT WILL HAPPEN TO THE EXTENT WE HAVE REDUCED THE SPECIAL OPERATION TEAMS THAT DEAL WITH THOSE CRIMES, OUR CAPTAINS WILL STEP IN AND TAKE A MORE PROACTIVE ROLE. AND TO SAY HOW WE CONTINUE TO TARGET THOSE RESOURCES. IF WE SHUNT THE OFFICERS TO THE GANG CRIME, THAT MAY MEAN THEY ARE DOING LESS ANTI-AUTO THEFT OR SOME OTHER THING. WHERE WE SHUTTLE THERE WILL BE A BACK-END FOCUS. BUT MANY CRIMES ARE A FOCUS, AND GANGS IS ONE OF THEM.

>> I FOCUSED ON GANGS BECAUSE THAT'S A NUMBER GOING UP. AND IT HAS FAR-REACHING CONSEQUENCES IF WE LET IT GET AHEAD OF US. AND LIKEWISE THE COMMUNITY POLICING AND THE KINDS OF NEIGHBORHOOD WATCH PROGRAMS OUT THERE. I CAN TELL YOU THOSE ARE SOME THINGS THAT OUR CITIZENS APPRECIATE THE MOST. AND I HAVE BEEN TO MANY OF THEM IN THE COMMUNITY, WITH SOMETIMES HUNDREDS COMING TO WORK WITH THE POLICE DEPARTMENT, TO LEARN HOW TO BE SAFER IN THEIR HOMES AND COMMUNITY. THOSE ARE SUCH VALUABLE PROGRAMS. I WONDER IF WE WILL BE WORKING WITH OTHER FOLKS IN THE CITY, OR WORKING WITH OTHER ORGANIZATIONS TO HELP KEEP THAT ACTIVITY GOING IF WE ARE REDUCED RESOURCES FROM THE POLICE DEPARTMENT. HOW DO WE MAKE SURE THAT WE CONTINUE TO BE INVOLVED IN THE COMMUNITY FOR THAT LEVEL OF INVOLVEMENT?

>> WE WON'T STOP DOING THOSE BUT MAYBE LESS FREQUENTLY BUT WE WILL STILL BE ABLE TO PROVIDE THOSE. NOT THROUGH THE FORMAL STRUCTURE CALL DIVISIONS, BUT THOSE DIVISION CAPTAINS WILL BE WITH THOSE WHO PROVIDE THE SERVICE. THERE WILL BE REDUCTION BUT WE STILL HAVE THE ABILITY TO PINPOINT WHERE WE NEED TO DO IT.

>> ON THE GRAFFITI ABATEMENT AND THAT PNS WILL WORK MORE CLOSELY TO TACKLE THIS. ARE YOU PART OF THE REALIGNMENT IN THOSE DISCUSSIONS TO BE SURE WE HAVE A FOCUS?

>> BELIEVE ME, I HAVE SAID THIS MANY, MANY TIMES AT THIS VERY TABLE. THAT WE CONSIDER PRNS, OUR BROTHERS AND SISTERS HERE, THEY PLAY A VITAL ROLE IN PUBLIC SAFETY AND GRAFFITI AND GANGS, WE WILL COLLABORATE WITH THEM. THERE MAY BE SOME REDUCTION BUT NOT LACK OF COMMITMENT TO WORK WITH THEM.

>> I WANT TO REITERATE, THE POLICE AND FIRE ARE THE NUMBER ONE PRIORITY FOR THE RESIDENTS. IT'S MY NUMBER ONE PRIORITY. WE DON'T HAVE QUALITY OF LIFE IF WE CAN'T BE SAFE IN OUR COMMUNITIES. SO WE HAVE TO BE SURE THAT WE LOOK CAREFULLY OF THE PROPOSALS. I HAVE QUESTIONS ON THE FIRE SIDE. AND IT RELATES AGAIN TO RESPONSE TIME. AND I WOULD LIKE YOU TO COMMENT, CHIEF, IF YOU WILL ON WHAT IS THE RESPONSE TIME FOR THE FIRE DEPARTMENT CALLS IN DISTRICT 8 FOR THOSE FIRE CALLS NOW?

>> I DON'T HAVE IT --

>> AND HOW WILL THAT CHANGE WITH DYNAMIC DEPLOYMENT?

>> WITH DYNAMIC DEPLOYMENT WITH THE STATIONS NOW THERE WOULDN'T BE IMPACT TO THE DISTRICT 8. AND MOVING STATION 36 AND 21, WHEN THOSE CHANGES ARE MADE WE WILL SEE ENHANCEMENTS IN THOSE AREAS WITH THE LOCATION OF THOSE STATIONS. BUT I DON'T HAVE THE PARTICULARS FOR THE DISTRICTS. BUT I DON'T THINK ANY IMPACTS YOUR DISTRICT SPECIFICALLY BUT SOME MAY IMPACT IT DOWN THE ROAD. THE ONE GOOD THING SINCE THE 2000 STRATEGIC PLAN, WE IDENTIFIED THE SOUTH SIDE AND EAST SIDE HAVING TROUBLE RESPONDING TO THE CALLS. AND WE RECEIVED HELP WITH REDEPLOYING THOSE STATIONS, AND HAVE SOUTH SIDE AND STATION 35 ADDED. WE HAVE HAD ENHANCEMENTS ON THE SOUTH AND EAST SIDE BUT I DON'T HAVE SPECIFICS FOR DISTRICT 8.

>> I HIGHLY SUPPORT NEW TECHNOLOGY AND LOOKING AT NEW WAYS TO DO THINGS. I THINK IF DYNAMIC DEPLOYMENT IS LOOKED AT AND NEW SOFTWARE AND GPS AND UNDERSTANDING WHERE THE TRUCKS ARE, I DON'T HAVE ANY PROBLEM LOOKING AT THAT AS A STRATEGY. AND LOOKING AT

IT, I WAS GOING TO ASK THE SAME QUESTION, HAVE WE DONE A PILOT PROJECT. TO AUGMENT AND TO HELP US DO BETTER , I DON'T HAVE A PROBLEM WITH IT. AND RETHINKING THE STRATEGY.

>> FIVE ENGINES AND ONE TRUCK.

>> AND OVER 80 FIREFIGHTERS. I NEED TO UNDERSTAND HOW THAT WOULD REPLACE THOSE FIREFIGHTERS.

>> IT DEFINITELY WOULDN'T REPLACE THEM BUT HELP US WITH THE RESPONSE TIME WITH THE REMAINING RESOURCES. BUT YOU WILL NOT REPLACE THEM, THAT'S WHERE MUTUAL AID WILL COME IN PLAY. BUT I WANT TO THANK YOU FOR THE COMMENTS ON THE MEN AND WOMEN IN THE FIRE DEPARTMENT. YOU HAVE THE BEST AND BRIGHTEST HERE. AND WE DO BETTER WITH LESS. AND WHEN YOU ASK ABOUT THE ANALOGY, AND WHEN WE REDUCE OUR NUMBERS TO .66 AND ON WEST COAST IT'S .92, AND TO GET TO THE SWEET SPOT, YOU DON'T WANT TO GET OVER, BECAUSE THEN YOU LOSE THE EFFICIENCY. TO FIND THE SWEET SPOT IS NOT AT THE HIGH END BUT DEFINITELY NOT AT THE LOW END EITHER.

>> WHAT I AM CONCERNED ABOUT, I BELIEVE THAT WE HAVE REACHED THE LOW END AND WE ARE GOING INTO TERRITORY THAT WE DON'T WANT TO GO INTO. WHEN YOU TALKED ABOUT THE THREE DISPATCHERS AND THE \$550,000 TO IMPLEMENT, HOW LONG DOES THAT TAKE TO TRAIN THE DISPATCHERS?

>> IT'S A PROMOTION TO SENIOR DISPATCHER AND WE ARE IN THE PROCESS OF PUTTING THAT IN PLACE. WE WILL HAVE TO HIRE NEW DISPATCHERS ON THE BOTTOM END TO FILL IN THE ONES PROMOTED.

>> FOR THE DYNAMIC DEPLOYMENT WOULD BE THREE DISPATCHERS AND THE BATTALION CHIEF ADDED.

>> IF WE HAVE TO DEPLOY THEM, WE HAVE PEOPLE READY TO GO FOR THIS DISPATCHING ABILITY. THEY ARE TRAINED UP AND READY TO GO.

>> CORRECT.

>> AND DYNAMIC DEPLOYMENT, I UNDERSTAND WE HAVE LOOKED AT IT IN NASHVILLE, AND HOW MANY METROLOCATIONS IN CALIFORNIA ARE USING IT?

>> L. A. CITY, ALAMEDA COUNTY, AND SAN FRANCISCO AND THERE IS A LIST OF ABOUT 20 IN CALIFORNIA USING IT TO SOME DEGREE. THEY MAY NOT USE IT TO MONITOR AND MAKE CHANGES REAL TIME. BUT USING IT WITH A MULTIPLE ALARM. IN OUR DISPATCH CENTER WE HAVE A BOARD WITH MAGNETS AND MOVED AROUND, AND THIS WILL PUT IT ON A SCREEN FOR YOU, MAKE IT REAL-TIME AND NOT GUESSING WHAT IS GOING ON. THEY ARE USED IN VARIOUS DEGREES, AND NASHVILLE USES IT WITH DISPATCHERS AND MAKING MOVE-UPS. AND SOME USE THE LIVE-MUM PART OF THE PROGRAM.

>> AND USE FOR FIRE AS WELL AS EMERGENCY/MEDICAL SERVICES?

>> YES, I BELIEVE IT GETS USED MORE FOR EMERGENCY/MEDICAL THAN FIRE?

>> WHY IS THAT THE CASE?

>> 80% OF CALLS ARE EMERGENCY/MEDICAL, SO THAT'S THE HIGHER CALL VOLUME. AND FIRES WHEN THEY HAPPEN, CLOSE OUT MORE STATIONS AND IT'S EASIER TO RECOGNIZE WHERE THE FIRES ARE GOING. AND EMS BEING OUR LARGE CALL VOLUME IS WHERE IT'S USED MOSTLY. AND THE PROGRAM TAKES INTO ACCOUNT AND GIVES HISTORICAL DATA FOR THE FIRES AND EMS.

>> IS THERE MORE RISK FOR USING IT FOR THE FIRE? IT SEEMS YOU HAVE MORE HISTORICAL DATA FOR EMS CALLS AND PLOT THAT BETTER.

>> THERE IS SOME HISTORIC FOR FIRES.

>> LOOKING AT MODELING WHERE THEY WOULD BE.

>> CORRECT, FOR THE YEARS OF THE DATA WE HAVE. THAT DOESN'T MEAN THAT A FIRE COULD OCCUR HERE BUT PROBABLY NOT ON A MAP. ALL OF THAT IS PREDICTABLE. THE PERCENTAGE OF PREDICTABILITY IS THERE AND IT'S THE BEST DATA WE HAVE. AND BACK TO THE STUDY, THAT'S THE TYPE OF DATA WE WILL USE TO SEE WHERE WE NEED TO REDEPLOY FIRE RESOURCES.

>> HELP ME OUT, WHEN WE HAVE A FIRE AND A LOT OF FIRE AND ENGINE COMPANIES RESPONDING TO THIS. WHEN WOULD WE BE IN A CRITICAL SITUATION IN TERMS OF STAFFING WE ARE TALKING ABOUT?

>> WHEN WE HIT THREE ALARMS, WE LOOK AT MUTUAL AID TO BACK-FILL, AND WE WOULD LOOK AT THAT FROM SECOND TO THIRD ALARM PHASE, WITH FIVE LESS SYSTEMS. AND WE NEED TO LOOK AT HOW TO DISPATCH OUR RESPONSES. AT THE SENIOR STAFF LEVEL WE CHANGED FROM A VEHICLE TRUCK ACCIDENT FROM ONE ENGINE AND A TRUCK, TO TWO ENGINES AND A TRUCK. AND WE WOULD BRING THAT BACK TO ONE ENGINE AND A TRUCK. SO IT'S MANAGING OUR RESOURCES DIFFERENTLY. AND MAY LOOK AT OUR FIRE RESPONSE TO SEE WHAT THE NEW STUDY STATES. BUT THOSE ARE DISCUSSIONS THAT WILL OCCUR BETWEEN DEPLOYMENT AND OTHER PROCESSES.

>> I APPRECIATE THE PROPOSALS AND THE IDEAS THAT HAVE GONE INTO THIS. I THINK WE HAVE TO BE CAREFUL ABOUT UNDERSTANDING THE COST. WHEN WE TALK ABOUT FIRE AND RESPONSE TO FIRE AND POLICE CALLS AND FIRE MINUTES. AND YOU KNOW THAT A MINUTE OR TWO CAN MAKE THE DIFFERENCE BETWEEN SOMEONE ALIVE OR DEAD. SO I AM VERY CONCERNED ABOUT WHAT THAT LINE IS. AND THANK YOU FOR ANSWERING THE QUESTIONS.

>> CITY MANAGER.

>> CHIEF, COULD YOU COMMENT AS THROUGHOUT THE DAY WE HAVEN'T TOUCHED ON WHAT WILL HAPPEN WITH THE APPARATUS THAT IS BEING TAKEN OUT OF SERVICE AND READINESS.

>> CORRECT, ONE QUESTION IS THAT WITH THE APPARATUS YOU DON'T NEED AS MANY FOR REPLACEMENT. WE WILL STILL PUT MILES ON THE APPARATUS AND MAINTAIN THE FLEET OF RESERVE. AND SOME THINGS WE ARE LOOKING AT, CITIES WILL KEEP AN ENGINE AND TRUCK AT THE STATION. AND THEY CAN PICK THE VEHICLE AND WE ARE LOOKING TO CROSS STAFF AT THE STATIONS. AND THIS WOULD HAPPEN AFTER IMPLEMENTATION AND DYNAMIC DEPLOYMENT AND LOOK AT CROSS STAFFING 34 AND 35, SO THE RESOURCES ARE THERE AND THE CREWS CAN TAKE WHAT THEY NEED. AND 85% ARE EMERGENCY/MEDICAL CALLS AND FOR THE DEFIB THIS IS IMPORTANT.

>> COUNCILMEMBER.

>> THANK YOU, CHIEF DAVIS, I HAVE A LOT OF NOTES AND QUESTIONS AND MANY ARE ASKED. MORE QUESTIONS ON THE FIRE SIDE. BUT ON THE POLICE SIDE IN WORKING WITH CRIMINAL JUSTICE FOR YEARS, I AGREE WITH YOUR COMMENT, IT'S NOT JUST ON THE PATROL SIDE THAT WE NEED TO BE CONCERNED ABOUT. BECAUSE I KNOW IT TAKES A LOT OF OFFICERS AND DETECTIVES AND FOLKS AT THE HIGHER LEVELS DOING THE HEAVY LIFTING AFTER THE INITIAL CONTACT AFTER THE PATROL OFFICER FOR THE MORE SERIOUS CRIMES. GANG AND SEXUAL ASSAULT AND MORE SERIOUS INCLUDING NARCOTICS AND SO ON. WITH THESE CUTS IF THEY WERE TO OCCUR AS HAS BEEN SUGGESTED, ARE YOU WORRIED ABOUT THE SAFETY AND GIVEN THE FACT THAT WE KNOW THAT OUR MEN AND WOMEN IN LAW ENFORCEMENT AS ALWAYS ARE GOING TO DO AS MUCH AS THEY CAN WITH AS LITTLE RESOURCES. THEY WILL MAKE THE MOST OUT OF IT, ARE YOU WORRIED?

>> YES, I AM. AND I SAY IT FOR THIS REASON. AND I UNDERSTAND WHEN WE THROW OFFICER SAFETY ON THE TABLE, WE HAVE TO BE CAUTIOUS SO WE DON'T THROW IT DOWN FOR SOME POLITICAL REASON. BUT I AM SIMPLY TELLING MY CONCERN BECAUSE OF MY OWN EXPERIENCE ON THE PD. I SPOKE ABOUT THE FACT THAT WE WILL BE CLEAR WITH THE FIRST-LINE SUPERVISORS THAT THEY NEED TO REALLY MONITOR THE CALLS. AND THEY DON'T HAVE OFFICERS RESPOND WHERE THEY DON'T HAVE ADEQUATE BACK-UP. MY CONCERN IS I KNOW HOW OUR OFFICERS ARE, AND WE PAY THEM TO BE BRAVE AND THEY STEP IN. I AM CONCERNED THAT WE WILL HAVE OFFICERS THAT WILL HAVE BACK-UP FURTHER WAY, BUT THEY WILL STILL BE TEMPTED TO JUMP IN. IT'S A HUGE CONCERN OF MINE. AND I AM CLEAR THAT WE NEED TO DRILL DOWN, THAT YOU HAVE TO WATCH THE CALLS AND EVEN LIEUTENANTS AND ABOVE NEED TO STEP IN AND ASSIST ON THESE CALLS SO WE ARE NOT PUTTING OUR FIRST-LINE OFFICERS IN THE WAY. AND TO THE EXTENT THAT WE ARE NOT CATCHING THE PEOPLE RESULT OF WHAT THE DETECTIVES ARE DOING. WHAT HAPPENS IS THAT PEOPLE WON'T BE CAUGHT AND STILL ON THE STREET AND THEY PUT OUR CITIZENS AND OFFICERS IN HARMS WAY. WHEN YOU CUT TO THE BONE AND BEYOND THAT WHAT THAT WILL MEAN IN TERMS OF HOW IT ACTUALLY IMPACTS OUR OFFICERS AND CITIZENS AS WE REDUCE OUR SWORN STAFF.

>> I APPRECIATE THAT AND IT'S A REALITY. IT'S NOT JUST A MATTER OF AN OFFICER TO WAIT FOR BACK-UP AND YOU DON'T WANT THEM TO PUT THEMSELVES IN UNDUE DANGER. BUT THERE ARE CERTAINLY SITUATIONS WHERE SUSPECTS GET AWAY BECAUSE OF THE INABILITY TO GET BACK-UP THERE IN A TIMELY FASHION AS WELL. IT'S CHALLENGING. AND OFTENTIMES EVEN OUT IN THE COMMUNITY THE MEMBERS WILL SAY WHY WERE THERE TWO POLICE OFFICERS FOR THIS TRAFFIC STOP. AND I TRY TO EXPLAIN, WE HAVE TO APPROACH EVERY INCIDENT THAT MAXIMIZING THE SAFETY OF THE COMMUNITY AND THE OFFICERS. AND THAT'S SOMETHING THAT YOU CAN'T BRUSH ASIDE BECAUSE OF FISCAL IMPLICATIONS. AND ONE THING AND I REFERRED TO IT YESTERDAY IN TERMS OF WORKING WITH COUNCIL OFFICERS AND OTHER DEPARTMENTS. I KNOW THAT THE POLICE AND OFFICERS AND LIEUTENANTS THAT COME TO COMMUNITY MEETINGS TAKE TIME OUT FOR THAT AND IT'S IMPORTANT. AND BECAUSE OF THE LOSS IN PATROL OFFICERS IF IT DOES HAPPEN, IF THERE IS NEED TO LEAN MORE ON OTHER DEPARTMENTS THAT ARE OUT IN THE COMMUNITY. IN TERMS OF RELAYING INFORMATION AND TAKING IN INFORMATION. CERTAINLY I KNOW THAT ALL OF US WOULD BE OPEN TO THOSE SUGGESTIONS AND FINDING WAYS TO MAKE SURE WE HAVE OUR MEN AND WOMEN ON THE STREET AS MUCH AS POSSIBLE. UNDERSTANDING THERE IS STILL A GREAT VALUE OF HAVING THEM INTERACTING WITH THE COMMUNITY AS WELL. IN TERMS AND SOME QUESTIONS WERE RAISED REGARDING THE AMOUNT OF RESOURCES WE PUT INTO TRAINING OUR OFFICERS. AND THERE WAS ALSO A DISCUSSION OF THE NUMBER OF RETIREMENTS THAT MAY BE OCCURRING AND SOME WHICH WE HAVE SOME SENSE OF AND SOME WE DON'T. THERE MAY BE ON AN ONGOING BASIS OF RETIREMENTS AROUND THE CORNER. AND MY QUESTION IS TO EFFICIENCY AND MAXIMIZING OUR DOLLARS. DOES IT MAKE SENSE TO LAYOFF PATROL OFFICERS KNOWING THAT IN TWO OR THREE MONTHS THERE WILL BE RETIREMENTS THAT COULD WELL BRING BACK SOME OF THE SAME PATROL OFFICERS AND THEREBY RISKING TO LOSE THOSE OFFICERS. CERTAINLY IN A YEAR WE WILL LOSE A LOT OF PATROL OFFICERS WE PUT THE MONEY INTO. BUT LOOKING IN A SMALL WINDOW OF SIX MONTHS IS IT WORTH IT OR SOME WAY TO GET THE SENSE OF THOSE NUMBERS OF RETIREMENTS. IS THERE A COMMENT, NOT AN ACTUAL NUMBER, BUT IT SEEMED LIKE SOMETHING THAT WAS SIGNIFICANT. SO RATHER THAN THE RISK OF LOSING SOMEONE THAT WE TRAINED AND WITH THE ASSUMPTION THEY WILL COME BACK, AND EVEN THEY DON'T WANT TO RISK THAT AND LOOK FOR A STABLE PLACE TO BE. ANY THOUGHTS ON THAT IN TERMS OF WHETHER WE REALLY ARE SAVING MONEY AT END OF THE DAY?

>> WELL, CLEARLY WE HAVE TRIED TO DO SOME, I SUPPOSE YOU CAN CALL IT ATTRITION PROJECTION, THROUGH JANUARY, 2011 THAT WILL BE 29, AND YOU COULD TECHICALLY CREATE 70 VACANCIES BY JULY. AND YEAH, IT MAKES NO SENSE WHY LAYOFF PEOPLE ON AUGUST 1 AND TURN AROUND IN HIRE IN JANUARY AND THE REST IN JULY. BUT I FEEL FOR THE CITY MANAGER AND THE BUDGET STAFF IN TERMS OF TRYING TO COME UP WITH A WAY TO COME UP WITH A NUMBER FOR THE BUDGET CRISIS.

>> AND I DON'T KNOW IF YOU HAVE THESE NUMBERS MORE ACCURATELY THAN THE POLICE CHIEF. BUT YOU ELUDED TO A 49 NUMBER THAT IS EXPECTED. JANUARY 2010.

>> JANUARY, 2011.

>> ARE THEY BUDGETED FOR THE ENTIRE YEAR? ARE THEY BUDGETED THROUGH JUNE, 2011 EVEN THOUGH WE CAN EXPECT THEY WILL RETIRE ON JANUARY, 2011?

>> JENNIFER SHOULD ANSWER THAT.

>> YES, THEY WOULD BE BUDGETED SO THAT'S WHY THE SPOTS WOULD BE AVAILABLE FOR PEOPLE TO BE REINSTATED. IN ANSWER THE QUESTION IF YOU WOULD ATRIT YOUR WAY THROUGH, WE HAVEN'T DONE THE CALCULATIONS BUT THE POLICE STAFF REPORTED IT WOULD COST 425,000 AND THAT'S SOMETHING THAT WE LOOKED AT AND WE COULDN'T AFFORD TO DO THAT.

>> THE 49 BY WAY OF EXAMPLE THEY ARE BUDGETED THROUGH JUNE, 2011. IF THEY ARE GOING TO RETIRE IN JANUARY, THAT'S FIVE MONTHS I ASSUME OF HIGHER-PAY SCALE LAW ENFORCEMENT OFFICER, IS THERE A REASON WHY WE CAN'T USE THE SAVINGS TO KEEP SOME PATROL OFFICERS IN FOR THE FIRST HALF OF THE FISCAL YEAR. KNOWING THAT HAVING PATROL OFFICERS AT A LOWER PAY SCALE. HAVE THOSE NUMBERS BEEN LOOKED AT TO KEEP A HIGHER NUMBER OF PATROL OFFICERS? OR IS THERE A CHALLENGE ASSUMING THEY WILL RETIRE IN JANUARY AND THEY ARE NOT.

>> IN GENERAL IN THE POLICE DEPARTMENT AS WELL AS IF ALL DEPARTMENTS HAVE VACANCY SAVINGS FACTOR TO ADHERE TO. WHEN PEOPLE LEAVE AND THERE IS SALARY SAVINGS FROM HIGHER OFFICERS DOWN TO THE LOWER OFFICERS, THEY NEED THAT JUST TO MAKE THE BUDGET. THAT'S SOMETHING WE ARE HAVING WITH THIS YEAR AND LOWERED THE TARGETS FOR NEXT YEAR. THE NUMBER WE WERE GIVING YOU AND WHAT THE POLICE DEPARTMENT GAVE YOU WHAT I REPEATED. THE 4.2 MILLION TAKES THAT INTO CONSIDERATION. THAT'S CORRECT.

>> IT LOOKS LIKE 91 PROJECTED VACANCIES THAT I IMAGINE IS FACTORED INTO THE POLICE DEPARTMENT BUDGET AS A WAY OF MEETING THEIR BUDGET TARGETS.

>> YEAH, THOSE PROTECTED VACANCIES AND THEY ARE CONSIDERED WHEN THE HUMAN RESOURCES DETERMINES WHO MAY BE GIVEN NOTICES FOR THE LAYOFFS. WE FIRST LOOK AT VACANCIES WHEN WE PRESENT THE PROPOSAL. AND THE VACANCIES ARE CONSIDERED WHEN THEY HAVE PEOPLE EXIT THE ORGANIZATION.

>> BUT MY POINT IS THAT I UNDERSTAND THE NEED TO TAKE INTO ACCOUNT THIS DEPARTMENT AND ALL DEPARTMENTS KIND OF VACANCIES THEY CAN PROJECT WILL BE THERE AS PART OF THEIR SAVINGS. SAYING WE WILL NOT FILL THEM AND ELIMINATE THOSE POSITIONS FOR SOME OTHER WAY, NOT FILL THEM. BUT THE 91 HERE, THIS IS LOOKING AT RETIREMENTS THROUGH JUNE, 2010. WE KNOW THAT THERE WILL BE RETIREMENTS THROUGH THE WHOLE YEAR. AND WE HAVE A NUMBER WHAT WE EXPECT ARE IN JANUARY, 2011, WHY CAN'T THE SAVINGS OF THAT BE USED TO PUT PATROL OFFICERS ON THE STREET? IF THEY ARE BUDGETED FOR THE WHOLE YEAR?

>> SO YOU WOULD HAVE A HALF-YEAR SAVINGS BUT WHAT WOULD HAPPEN, I GUESS HOW WE HAVE LOOKED AT THIS BUDGET, AS SOON AS THOSE POSITIONS WOULD VACATE, SAY JANUARY, WE WOULD IMMEDIATELY CALL AND TRY TO REINSTATE AN OFFICER IN THOSE POSITIONS. THERE IS SAVINGS IN THE AMOUNT OF PAY YOU GET IN THE POSITION OF HOW FAR THE LAYOFFS GO AND WHAT STEP PEOPLE WERE ON WHEN THEY EXITED THE ORGANIZATION. THERE WOULD PROBABLY BE SOME SAVINGS BETWEEN THE PERSON THAT RETIRED AND THE PERSON THAT WOULD BE COMING BACK INTO REINSTATE. BUT THOSE SAVINGS HAVE BEEN ACCOUNTED FOR IN THE POLICE DEPARTMENT'S BUDGET FROM A VACANCY SAVINGS PROJECTION AND HOW WE BUDGET THROUGH STANDARD BUDGETING PROCEDURES.

>> SO THAT'S MY QUESTION, THOSE ARE ACCOUNTED FOR IN THE VACANCIES IN THE BUDGET FOR NEXT YEAR?

>> YES, BUT IF THE COUNCIL WANTED TO DO AN ATTRITION MODEL IT WOULD COST \$4.2 MILLION AND THE POLICE DEPARTMENT HAS LOOKED AT THAT AS A PROJECTION OF HOW THE ATTRITION WOULD HAPPEN. THEY PROJECT IT WOULD COST \$4.2 MILLION TO WAIT AND NOT LAYOFF PEOPLE AND KEEP THEM ON BOARD.

>> WHEN I FIRST ASKED YOU SAID THEY ARE BUDGETED FOR THE WHOLE YEAR AND NOW YOU SAY THEY ARE NOT?

>> ALL THE POSITIONS THEY GOT ALL POSITIONS BUDGETED EXCEPT FOR 162 BUDGETED FOR THE ENTIRE FISCAL YEAR. THE 162 SWORN CUTS IF VACANT NOW IN THE SYSTEM THEY WOULD BE VACANT IN JULY 1, IF FILLED THEY ARE VACANT ON AUGUST 1. SO THEY HAVE SLOTS WITH PEOPLE IN THEM, TO THE EXTENT THAT THE SLOTS ARE VACANT AS THE YEAR PROGRESSES, THOSE POSITIONS WOULD BE AVAILABLE. BECAUSE THEY ARE BUDGETED FOR THE ENTIRE FISCAL YEAR TO BE BACK FILLED BY AN PERSON REINSTATED. IN GENERAL 1% OF THE ENTIRE DEPARTMENT, WE NEED VACANCY SAVINGS OF 1% OF THE ENTIRE BUDGET, THAT'S SOMETHING THAT THE POLICE DEPARTMENT MANAGES AS WELL AS EVERY SINGLE DEPARTMENT THAT WE CAREFULLY WEIGH AS WE TRY TO MAKE SURE THEY MEET THEIR BUDGET APPROPRIATION.

>> THE 4.2 MILLION IF WE DIDN'T LAY ABOUT OF THESE 71 OFF AND THEY STAYED IN THE DEPARTMENT AS THE ATTRITION OCCURRED.

>> THAT'S CORRECT, ACCORDING TO THE POLICE DEPARTMENT.

>> HOW DO WE REDUCE THIS BASED ON THE RETIREMENTS IN JANUARY, THE 49. AND TAKE INTO ACCOUNT THE AMOUNT OF MONEY SPENT TO TRAIN THE OFFICERS, FACTOR THAT IN AS WELL. RATHER THROWING THAT OUT THE WINDOW WITH THE ASSUMPTION THEY WILL COME BACK.

>> I DON'T KNOW IF WE HAVE THE NUMBERS, I GUESS HALF THAT AMOUNT. WE WOULD HAVE TO LOOK AT THE NUMBERS. GENERALLY THE POLICE DEPARTMENT HAS HAD JULY ACADEMIES AND JANUARY ACADEMIES, SO A BALLPARK I IMAGINE HALF THAT NUMBER.

>> OBVIOUSLY THE UNIQUE SITUATION WE ARE IN, WE HAVE TO BE AS CREATIVE AS POSSIBLE, IF WE BUDGET THOSE HIGH SALARIES AND IF WE COULD KEEP TWO OR THREE PATROL OFFICERS THAT WOULD BE OTHERWISE LET GO. AND WITH THE KNOWLEDGE OF SIGNIFICANT SAVINGS OVER A FIVE MONTH PERIOD THAT ARE NOT BUDGETED FOR CURRENTLY. AND FACTOR IN THE AMOUNT OF MONEY WE HAVE INVEST IN THE OFFICERS AND TRAINING.

>> WHAT WE CAN DO IS ISSUE AN MBA ON THAT INFORMATION.

>> THANK YOU VERY MUCH, THANK YOU CHIEF. AND CHIEF, I HAVE A NUMBER OF QUESTIONS, SOME OF WHICH HAVE BEEN ANSWERED FROM OTHER COUNCIL COLLEAGUES. THE GOAL, EIGHT MINUTES OF LESS 80% OF THE TIME IS ALREADY BELOW A NATIONAL STANDARD AND THAT'S BEEN OUR ACCEPTED GOAL FOR A NUMBER OF YEARS.

>> CORRECT.

>> YOU REFERRED TO THE FOUR-MINUTE TRAVEL TIME AT 63% OF THE TIME. WHICH I THINK THE FACT THAT WE ARE ABLE TO MAKE THE 8-MINUTE RESPONSE TIME 80% OF THE TIME, MEANS FROM THE CALL TAKING AND TURN-OUT TIME WE ARE BEATING THOSE FOUR MINUTES.

>> I THINK WE DO AT TIME, I THINK AT TIMES OUR TURN-OUT NUMBER IS HIGH AND WE ARE LOOKING AT ADJUSTING THAT DOWN. BUT YOU ARE RIGHT, THE EIGHT MINUTES OVERALL WE MEET IT. AND

WE CAN HAVE JEFF KATIE TALK ABOUT ALL THAT GOES INTO THE MEASUREMENTS, BUT THAT SHOWS ME AT THE OTHER END WE ARE DOING BETTER ON THE TWO MINUTES.

>> I BRING THAT UP, BECAUSE MY CONCERN IS THE ONE AREA THAT WE LAG IS TRAVEL TIME. ANY EFFECT WE HAVE FROM CUTS, WHETHER A DIFFERENT DEPLOYMENT LEVEL OR NOT IS JUST AS TRAVEL TIME.

>> CORRECT AND SHOWS WE NEED MORE STATIONS IN DIFFERENT LOCATIONS.

>> IN REGARDS TO -- THERE WAS A QUESTION REGARDING THE DIFFERENT ENGINES AND TRUCKS THAT WOULD BE ELIMINATED. AND HAVE ALL OF THE FIVE ENGINES BEEN IDENTIFIED AT THIS POINT?

>> WE ARE STILL WORKING ON IDENTIFY THE FIFTH, WE HAVE THE FIRST AS 33, 34 AND 35, AND THE FIFTH WE HAVEN'T GOT THE NUMBERS CRUNCHED ON IT YET.

>> AND I SEE THAT A NUMBER THEM ARE NEWER STATIONS. 35 IS A RELATIVELY NEW STATION. HOWEVER I KNOW THAT STATION 12 MOVED FURTHER AWAY. AND IF YOU LOOK AT THE PERIMETER AND THERE ARE QUESTIONS OF COUNCILMEMBER TALKED ABOUT THE FOOTHILLS AND AREAS ARE A CONCERN, BECAUSE THEY ARE OUT THERE AND KIND OF ON THEIR OWN, ESPECIALLY WHEN YOU GET FURTHER IN THE SOUTH. ARE THOSE STATIONS CHOSEN BECAUSE THEY WERE THE LAST TO COME ONLINE? OR SOME STATISTICAL ANALYSIS TO SHOW THAT?

>> CORRECT, STATISTICAL ANALYSIS AND WITH 35, WE WILL MOVE RESOURCE TO 35, SPLITTING WITH 18, AND LOOK AT THE AREAS THAT STATION 18 PROTECTS. THAT'S THE STUDY THAT HAS IDENTIFIED THOSE STATIONS.

>> AND SECONDARY CONCERN AND NOT THE ABILITY TO RESPOND, IS THAT THE FACT THAT A LOT OF MONEY WAS SPENT ON THESE FACILITIES TO GET A BETTER QUALITY OF EQUIPMENT, A BETTER QUALITY OF LIFE FOR THE FIREFIGHTERS. AND IT SEEMS FROM THAT PERSPECTIVE ILLOGICAL FOR THOSE TO BE THE ONES CONCERNED TO BRING DOWN STAFFING OR NOT MAXIMIZE WHEN THE FACILITIES ARE QUITE REMARKABLE.

>> YEAH, THE NEWER FACILITIES ARE ESSENTIAL FOR THE COMMUNITY DURING EARTHQUAKE AND THREE DAYS OF POWER SUPPLY AND THOSE THINGS. THAT'S WHY WE WILL TRY OUR BEST TO KEEP THEM OPEN TO SOME DEGREE BUT WITH LESSER STAFFING THAN WE HAVE NOW.

>> IN REGARDS TO THE DEPLOYMENT MODEL, YOU REFERENCED NASHVILLE, HOW LONG HAVE THEY DEPLOYED THIS MODEL?

>> AROUND A YEAR FOR NASHVILLE AND THE OTHERS HAVE HAD THE MODULE TURNED ON DURING A YEAR-AND-A-HALF OR SO.

>> LIVE-MUM.

>> THAT'S A SOFTWARE TOOL.

>> I HAVE A LOT OF QUESTIONS AND I APOLOGIZE, MY OFFICE HAD A LONG MEETING AND I WAS KIND OF REVIEWING THE MATERIALS. BUT THE SOFTWARE TOOL IS NOT DYNAMIC DEPLOYMENT. IT HELPS MAXIMIZE DEPLOYMENT AND USE OF THE APPARATUS.

>> CORRECT, DYNAMIC DEPLOYMENT IS THE TERM THAT WE COINED, IT'S NOT JUST THE SOFTWARE TOOL BUT INTEGRATED WITH CAD AND AVL AND THE BROADBAND TO GET OUR REFRESH TIME UP. AS WELL AS THE PEOPLE THAT MONITOR ON A DAILY BASIS. IT'S A COMPREHENSIVE PROGRAM, NOT JUST THE SOFTWARE.

>> AND REFERENCING THE LIVE-MUM, AND NO AGREES WE WANT TO GET AWAY FROM TRUCKS AND MAGNETS TO THE COMPUTER MODEL. I THINK THAT EVERYONE CAN AGREE THAT WE WANT TO USE TECHNOLOGY IN THE POLICE DEPARTMENT AND FIRE DEPARTMENT AS EFFICIENTLY AS POSSIBLE. SO WE CAN TAKE ADVANTAGE OF THE TECHNOLOGIES OUT THERE. A CONCERN I HAD THAT I THINK IS EXPRESSED BY OTHERS, IT SEEMS LIKE THIS MODEL IS A VERY NEW MODEL. I DON'T KNOW IF THERE HAS BEEN, IN THIS SHORT PERIOD OF TIME ANY DATA WHAT IS HAPPENING IN NASHVILLE AND SPECIFICALLY THEY HAD RECENTLY THE FLOODS. IF ANY RELATIONSHIP BETWEEN THE MODEL AND HOW THEY REACTED TO THE FLOODS. IT SEEMS LIKE AND I APPRECIATE THE QUESTIONS OF PILOTING THE PROGRAM, BUT IN SOME WAYS WE ARE GUINEA PIGS ON THIS NEW MODEL THAT IS EXAMINED AROUND THE COUNTRY. BUT IN A FIRE DEPARTMENT AND AS A CITY WHEN WE AGREED TO BE BELOW THE NATIONAL STANDARDS AND NOW TO TRY A NEW MODEL, BECAUSE OUR HAND IS SOMEWHAT BEING FORCED BECAUSE OF FINANCIAL SITUATIONS. IT SEEMS A LITTLE SCARY AND RISKY.

>> THE HISTORY SITS WITH SYSTEM MANAGEMENT AND USED SINCE 1980 SUCCESSFULLY, AND THEY HAVE BETTER TOOLS THAN LIVE-MUM BECAUSE THEY HAVE BEEN AT IT SO LONG. IT'S A SYSTEM THAT IS WORKABLE AND THE METHODOLOGY IS ACCEPTABLE. AND IT COMES DOWN THAT WE PURCHASED THE SOFTWARE ITSELF AND IMPLEMENT IN PHASE-IN APPROACH AND THIS IS THE BEST SOLUTION WE CAN HAVE TO COME FORWARD WITH.

>> AND THE SAME QUESTION RAISED ON THE POLICE SIDE, THE BUDGET ISSUES ARE DRIVING A LOT OF TOUGH DECISIONS WE HAVE TO MAKE. IT'S A LITTLE MORE HARDER TO SWALLOW WITH PUBLIC SAFETY. BECAUSE OF REDUCTION, WE CAN ASSUME THERE WILL BE A REDUCTION IN RESPONSE TIME REGARDLESS OF WHAT STRATEGY IS TAKEN, AND THE PROSPECT OF LOSING FIREFIGHTERS, THERE WILL BE A RESPONSE IN DROP TIME. AND ALREADY BEING FAR BELOW THE NATIONAL AVERAGE, EVERY SECOND, EVERY MINUTE, EVERY TWO MINUTES THAT WE DELAY, ESPECIALLY SINCE 85% OF OUR CALLS ARE MEDICAL CALLS, PEOPLE ARE GOING TO LOSE THEIR LIVES. AND IT DOESN'T MAKE IT ANY EASIER TO MAKE THE BUDGET DECISIONS. BUT AT THE END OF THE DAY, WE KNOW THAT'S THE REALITY. REGARDLESS OF WHAT DIRECTION WE GO IN TERMS OF HAVING TO RECONCILE THE BUDGET DEFICIT. IN REGARDS TO THE MUTUAL AID AND IT'S TOUCHED UPON A LITTLE BIT. WITH THIS NEW MODEL HAS THERE BEEN CONTACT IN COMMUNICATION WITH OTHER AGENCIES WITH THIS NEW MODEL IN MIND IN TERMS OF HOW WE ARE GOING TO MAKE SURE THAT INCIDENTS IN SAN JOSE ARE APPROPRIATELY RESPONDED TO?

>> I HAVE SHARED THESE STRATEGIES WITH OTHERS.

>> AND I HAVE SEEN IN THE MEDIA THAT OTHER SMALLER JURISDICTIONS ARE LOOKING TO SAVE MONEY AND THEY ARE CONTRACTING WITH THE COUNTY. OR OTHER AGENCIES. THE LARGER OF THE SMALLER CITIES ARE TAKING OVER. AND AT THE SAME TIME WE ARE DOWNSIZING, THE SAME THING IS HAPPENING TO THE AGENCIES THAT WILL HAVE TO HELP US, IS THAT FACTORED IN?

>> THAT'S REVIEWED AT THE COUNTY CHIEF LEVEL AND FLOW DOWN TO MUTUAL RESPONSES.

>> IN TERMS OF AND BECAUSE OF THE TIMES I TALKED TO YOU AND LISTENING TO THE DISCUSSIONS AND PRESENTATION, AND PLEASE CORRECT ME IF I AM WRONG, THAT DYNAMIC DEPLOYMENT WORKS BY SHIFTING THE RESOURCES AND GETTING A SENSE OF WHERE THE GREATER DEMAND IS. AND DOING IT REAL-TIME SO YOU CAN HAVE A HIGH LEVEL OF RESPONSIVENESS. BUT WHAT KIND OF IMPACT DOES THAT HAVE ON OUR ABILITY FOR SECOND ALARM AND YOU MADE A REFERENCE NOW ON SECOND ALARMS AND UP WE WILL HAVE TO CONTACT MUTUAL AID AGENCIES AND COULD YOU ELABORATE ON THOSE LARGER SCALE INCIDENTS. AND OFTENTIMES THE MEDICAL NEEDS ONE UNIT. BUT IN TERMS OF A FIRE THAT NEEDS TWO ALARMS OR MORE. HOW ARE WE GOING TO RESPOND IF THERE IS A TWO ALARM OR MORE INCIDENT THAT HAS RESOURCES TAKEN AWAY FROM IT?

>> THE HOPE IS WITH DYNAMIC DEPLOYMENT WE HAVE RESOURCES DISTRIBUTED SO AT LEAST THE FIRST AND SECOND ALARM GET THERE. AND WHEN YOU LOOK AT THE THIRD YOU MAY LOOK FOR

MUTUAL AID OR TO FILL IN FROM STATIONS. AND WE MAY HAVE TO GO ON FIRES MORE OFTEN, OUR CURRENT RESPONSE GOAL IS TO DEFINE TO ROOT OF ORIGIN, WE MAY NOT BE ABLE TO ACHIEVE THAT GOAL. AND THOSE ARE THINGS THAT COULD BE FACTORED IN WHEN WE START THE PROGRAM.

>> THE STANDARD THAT WE HAVE IN THE DEPARTMENT IS CONFINE TO ROOM OF ORIGIN 90% OF THE TIME.

>> THAT'S CORRECT AND WE MEET THAT AND THAT'S OUR GOAL. AND WHILE WE ARE NOT MEETING THAT, THAT'S WHAT WE ATTAIN TO. THAT'S WHY WE DO INTERIOR STRUCTURE FIREFIGHTING. WHEN WE GO TO MODELS AND FRESNO AND OTHERS GO DEFENSIVE ON EVERY FIRE THAN INTERIOR TACT. SO WE WILL CHANGE OUR TACTICS ON THE FIRE SCENE POSSIBLY AS WE INTEGRATE THIS AND SEE HOW IT IMPACTS THE RESPONSES.

>> THERE WAS A REFERENCE LOOKING AT THE NUMBER OF FIREFIGHTERS ON THE TRUCK. WE ARE LOOKING AT 22 CITIES OF SIMILAR SIZES THAT ONLY TWO JURISDICTIONS THAT HAVE FIVE, IS THAT RIGHT?

>> CORRECT.

>> NOW AT THE SAME TIME ARE THOSE OTHER JURISDICTIONS WHAT ARE THEIR STAFFING LEVELS? ARE THEY THE SAME STAFFING LEVEL?

>> I BELIEVE HIGHER AND YOU MAY SEE HIGHER PER TRUCK SERVICE VERSUS THE FOUR AND THE FIVE. THOSE ARE THINGS THAT HAVE TO ENTER INTO THE DISCUSSION TO LOOK AT THIS TO SEE WHAT AREAS OF OUR TOWN MAYBE WE CAN MANAGE WITH FOUR AND WHAT WITH FIVE.

>> I BRING THAT UP BECAUSE YES, IF YOU DILUTE THE NUMBER OF FIREFIGHTERS ON A TRUCK, YOU MAY GET MORE TRUCKS. WE ARE NOT GOING TO GET ANYMORE, IF WE ARE GOING TO RESPOND TO AN INCIDENT LATER HAVING LESS FIREFIGHTER POWER THERE, IN TERMS OF PERSONNEL, AND NOW LOWERING, AND SEEING OUR NUMBERS DROP IN CONFINE TO ROOM OF ORIGIN, IT'S A CONCERN THAT WE WILL LOWER OUR PERSONNEL AND GET THERE LATER. I KNOW THAT STANDARDS MAY ALLOW NATIONALLY TO GO DOWN TO FOUR ON A TRUCK. THAT SOME OF THOSE SAME FACTORS THAT NEED TO BE CONSIDERED IN ORDER TO HAVE FIVE OR SIX AS IDEAL. YOU MENTIONED SOME IN TERMS OF HAVING HIGH DENSITY AND HIGH RISES, NORTH SAN JOSE MAY HAVE SOME INDUSTRIAL AREA AND IN EDENDALE THERE ARE SOME INDUSTRIAL. AND ADDING TO THAT TOP OF THAT THE RESPONSE TIME AND GIVEN OUR GEOGRAPHY ALL SPREAD OUT IN YOUR PROFESSIONAL JUDGMENT DOES THAT ADD TO THE NEED OF MORE ON THE TRUCK?

>> I SAY THAT IT ADDS TO THE RESOURCE TO RESPOND IN VARYING DEGREES.

>> IF WE KNOW THAT WE DON'T HAVE THE MONEY FOR MORE APPARATUS, ISN'T THAT RELEVANT TO MORE INDIVIDUALS ON THE TRUCK? IN THE IDEAL WORLD WE HAVE MORE APPARATUS, BUT THAT'S NOT WHERE WE ARE. AND YOU MENTIONED IF WE WERE IN A NICE FINANCIAL SITUATION, BUT THAT'S NOT WHERE WE ARE. WE ARE GOING TO LIMIT THE APPARATUS AND LOWERING THE PERSONNEL. AND THAT'S WHERE BECOMES TROUBLESOME. WE KNOW THAT WE GET TO THE INCIDENTS LATER AND GET THERE WITH LESS PERSONNEL AND KNOW THAT THE SECOND ALARM MAY BE THERE LATER AND THE THIRD ALARM MAY BE AN AGENCY CUTTING BACK. NOT LOOKING AT ONE DECISION IN A VACUUM BUT AT THE OVERALL OF SERVICE TO THE COMMUNITY.

>> RIGHT, AND I THINK THAT'S WHERE SOME DISCUSSION OF FOUR PEOPLE ON THE TRUCK NEEDS TO BE EXPLORED. IF IT KEEPS RESOURCES AVAILABLE AND 80% OF OUR CALLS ARE MEDICAL AND IT AFFECTS OUR RESPONSE TO FIRES. AND IT WOULD KEEP SOME RESOURCES AVAILABLE, LESS PERSONNEL ON SCENE OF INCIDENT. AND THERE IS SOME ROOM TO LOOK AT WHAT WE DO AND HOW WE MIGHT DO DIFFERENTLY AT A DIFFERENT STAFFING MODEL. AND I KEEP IN MIND WITH

THAT DISCUSSION, 85% OF OUR CALLS ARE MEDICAL. IF WE LOSE THE RESOURCES AND KEEP THE CAPACITY ON THE RIG.

>> WHAT IS THE 23 VERSUS 16?

>> IT'S WHAT THEY CALL FOR A SINGLE FAMILY RESIDENT, 2,000 SQUARE FOOT AND HOW MANY YOU WANT TO HAVE ON SCENE. WE PUT MORE ON SCENE ON THE INITIAL RESPONSE HERE IN SAN JOSE, AND WE HAVE DONE THAT SINCE 2002. WE PUT MORE ON SCENE, AND WE COULD LOOK AT MODIFYING THAT, I WOULD RATHER NOT. BUT WE HAVE TO LOOK AT ALL RESOURCES AND TAKEN AS A WHOLE.

>> YEAH, IT HAS TO BE COMPREHENSIVE. AND IT'S TOUGH TO LOOK AT AREAS WHERE WE MAY BE MORE THAN THE NATIONAL STANDARD BUT WE KNOW THAT WE ARE BELOW. IN REGARDS TO THE IMPLEMENTATION OF A NEW DEPLOYMENT MODEL, HOW COME WE BE READY BY AUGUST? AND DO YOU HAVE A PLAN SET UP TO BE READY BY AUGUST?

>> ON THE SLIDE HERE I THINK I HAVE, THIS IS THE MILESTONES FOR IMPLEMENTATION TO GO LIVE BY AUGUST. WHICH IS THE TIME FRAME THAT WE WOULD LOSE OUR RESOURCES TO. WE ARE IN THE MIDDLE OF THAT IN THE APRIL/MAY TIME FRAME AND THE TWO COMPANIES THAT WORK WITH THE CAD AND THE LIVE-MUM MODULE TO INTERFACE IT. THOSE DISCUSSIONS ARE BEING TAKEN PLACE NOW TO GO FORWARD. AND IT WOULD BE DEPENDENT ON THE STAFFING, BUT GETTING THE MODULE LOADED UP AND THE CAPABILITIES FOR US TO DO THAT, AND WOULD MOVE FORWARD ANYWAY. WE MAY NOT HAVE THE STAFFING IF WE DON'T GET THE FULL REDUCTIONS.

>> WHAT IF WE FIND THE FUNDS TO KEEP THE TRUCKS AND ENGINES?

>> IF THOSE GO FORWARD, I BELIEVE AT THIS PORTION WE WOULD STILL MOVE FORWARD, INTEGRATING THIS INTO OUR CAD SYSTEM WILL MAKE US BETTER. WE ARE SUCH A LEAN DEPARTMENT ALREADY, WITH LESS FIREFIGHTERS AND WITH THE LESS RESOURCES, I THINK WE WILL INCREASE OUR TRAVEL TIME TO BE A BETTER NUMBER.

>> AND IMPROVING TECHNOLOGY IS A BENEFIT TO EVERYONE. REGARDLESS OF WHAT MODEL YOU USE. I DON'T DISAGREE WITH THAT. I THINK THERE IS SOME QUESTIONS RAISED AND I CERTAINLY WOULD NOT WANT TO GO FULL-FORCE INTO A NEW MODEL IF WE DIDN'T HAVE TO. IT'S JUST IMPROVING NEW TECHNOLOGY WE CAN AGREE ON THE IMPORTANCE OF THAT. AND THE HIRING AND TRAINING OF THREE DISPATCHER CAN BE DONE.

>> BASICALLY THESE ARE PROMOTIONS OF CURRENT DISPATCHER THAT ARE IN THE PROCESS NOW, PROMOTING UP TO SENIOR LEVEL. AND WE HAVE HIRING BEHIND THEM, THESE ARE PEOPLE THAT ARE CURRENTLY WORKING FOR US PROMOTING TO SENIOR LEVEL, BUT THAT POINT HAS BEEN LOOKED AT.

>> ARE THERE ANY PERSONNEL SAVINGS OF THE FACT IT WON'T GO ONLINE UNTIL AUGUST?

>> NO, THAT'S CALCULATED IN THE NUMBERS OF THE REDUCTIONS PROPOSED.

>> EVEN WITH THE FACT THAT YOU ARE VERY CONFIDENT ON THIS NEW MODEL, ARE YOU WORRIED ABOUT THE ABILITY FOR THE FIRE DEPARTMENT TO RESPOND?

>> EVEN AS WE SIT, WE ARE LEAN AND WITH THE STATIONS AND THE STRATEGIC PLAN, WE WOULD LIKE TO SEE NEW PROGRAMS TO RELOCATE THOSE THINGS. ON A DAILY BASIS, IT'S A CREDIT TO SOME COUNCILMEMBERS HAVE MENTIONED OF THE MEN AND WOMEN TO DO MORE WITH LESS. BOTH OF OUR POLICE AND FIRE ARE LEAN DEPARTMENTS THAT DO A TREMENDOUS JOB. WHEN I LOOK AT OTHER DEPARTMENTS AND SEE HOW THEY PERFORM, WE DO A FANTASTIC JOB HERE IN SAN JOSE WITH THE LIMITED STAFF. AND LOOKING AT THAT SWEET SPOT ON THE BAT, WE ARE BELOW BUT IF YOU LOOK AT THE PEOPLE WE HAVE, YOU SEE THE BEST.

>> WHAT ARE THE STAFFING LEVELS IN NASHVILLE?

>> I WOULD HAVE TO LOOK AT THAT, I DON'T HAVE THOSE LEVELS WITH ME.

>> THAT'S TOUGH TO COMPARE SOMETIMES, YOU CAN TAKE SOME FACTORS OUT AND IT'S TOUGH TO COMPARE. BUT WE KNOW THAT WE ARE BELOW STAFFED. WE ALREADY KNOW THAT WE ARE A LEAN DEPARTMENT. WE KNOW THAT WE ARE NOT RESPONDING IN A TIMELY FASHION. AND THAT'S WHERE THE WORRY AND CONCERN COMES FROM. JUST SETTING ASIDE THE BUDGET REALITIES AND GOING FORWARD WITH A MODEL THAT HASN'T HAD THE TIME TO BE PROVEN. THAT'S OF CONCERN. BUT THANK YOU VERY MUCH FOR ANSWERING THOSE VARIETY OF QUESTIONS.

>> DEVELOPMENT HASN'T HAPPENED IN THE AREAS OF CITY OF THE PLAN THAT HAS DROVE THOSE STATIONS.

>> YES, THE CORRIDOR AREA AND TRANSIT HASN'T BUILT UP AND SAME ON TOP OF COMMUNICATION'S HILL, CONSTRUCTION HALTED IN 2007. SO THE STATIONS WHILE WE LOOK AT THE OVERALL GENERAL PLAN OF THE CITY, WITHOUT THAT DEVELOPMENT THOSE ARE STATIONS WHEN WE LOOK AT THOSE RESPONSE TIMES AND BASED ON THAT DATA THAT WE LOOK AT SHUTTERING OR CLOSING OR MOVING OTHER APPARATUS TOO.

>> AND THE IT WOULD BE DETERMINED THAT WITH ONE REASON IN OUR DISCUSSIONS FOR FLEXIBILITY FROM 5 TO 4. AND I THINK WE ARE LOOKING AT FLEXIBILITY, NOT ACROSS THE BOARD, WE WOULD BE ABLE TO RESTORE THE TRUCK AND ENGINE AND TAKE THE FIFTH ENGINE OFF THE TABLE?

>> THAT'S CORRECT, IF WE LOOK AT FOUR PERSON STAFFING ON SEVEN OF OUR TRUCKS, WE WOULD BE ABLE TO SAVE THAT FIFTH ENGINE AND THAT WOULD BE AT STATION 3. I BELIEVE THOSE ARE IN DISCUSSIONS NOW. AND THAT DOES CREATE SOME FLEXIBILITY OF GETTING THAT FIVE-PERSON TRUCK STANDARD. SO IT GIVES MORE RESOURCES TO RESPOND AND THEN WE HAVE FOUR TO REDUCE AND DYNAMIC DEPLOYMENT IS BETTER THAN TAKING THE SIX RESOURCES AWAY.

>> I HAVE A COUPLE OF QUESTIONS FIRST FOR JENNIFER. I THINK I MAY HAVE LOST TRACK OF THE NUMBERS, IF I RECALL WE ARE LOOKING AT 10% REDUCTION IN PUBLIC SAFETY. AND APPROXIMATELY 20 POINT SOMETHING PERCENT IN THE OTHER DEPARTMENTS, IS THAT STILL WHERE WE ARE?

>> THAT'S CORRECT 10% IN PUBLIC SAFETY AND 22.2% IN NONPUBLIC SAFETY.

>> IF WE WERE TO TAKE ALL THE CUTS IN PUBLIC SAFETY OFF THE TABLE, HOW MUCH MORE WOULD WE HAVE TO TAKE OUT OF THE OTHER DEPARTMENTS TO DO THAT?

>> WE WOULD HAVE TO TAKE APPROXIMATELY 41.6 MILLION FROM OTHER DEPARTMENTS.

>> THAT WOULD BE ABOUT 15% ON TOP OF THE 20 POINT SOMETHING PERCENT?

>> YES, THAT WOULD BE ABOUT RIGHT.

>> LOOKING AT THE DOLLARS AND NOT JUST THE PERCENTAGES, I AM LOOKING AT IV-11, USES, THE DOLLARS IN THE PROPOSED BUDGET FOR PUBLIC SAFETY ARE SHRINKING ABOUT BY \$4 MILLION, THAT'S \$3 MILLION IN FIRE AND \$1 MILLION IN POLICE. THAT'S A 1% REDUCTION IN DOLLARS. THE QUESTION IS HOW DOES A 1% REDUCTION IN DOLLARS TRANSLATE INTO A 10% SET OF CUTS?

>> COULD YOU REPEAT THAT QUESTION? SORRY, I TRYING TO GET TO THE PAGE.

>> YEAH, I WAS WATCHING YOU AND THOUGHT I SHOULD KEEP TALKING. THE PUBLIC SAFETY CUT IN DOLLAR IS \$4 MILLION AND 1%, AND 1% LESS IN DOLLARS RESULTS IN 10% LESS IN SERVICES?

>> BECAUSE OF THE RETIREMENT RATE INCREASE IN THE BASE BUDGET FOR THE POLICE AND FIRE RETIREMENT SYSTEM, THEY AMOUNTED TO ABOUT 42.8 MILLION DOLLARS OF INCREASED COST IN THE BASE. SO BASICALLY THE CUTS WERE TAKEN TO THE POLICE AND FIRE DEPARTMENTS ARE NOT COVERING THAT INCREASE. THAT'S WHAT IS GOING ON. THE SHEER INCREASE IN THE RETIREMENT COSTS ON THE BASE BUDGET. THERE IS NO COST OF LIVING INCREASES ON THE BASE BUDGET. BUT THE BASE HAS BEEN GREATLY INCREASED BECAUSE OF THE RETIREMENT RATE INCREASES.

>> WHAT ABOUT STAFF INCREASES FOR POLICE AND FIRE?

>> THERE ARE STAFF INCREASES, IT'S ABOUT FOR THE 10-11 BUDGET IT'S 1.5 MILLION FOR THE SWORN EMPLOYEES AND NOT THE REST OF THE SWORN STAFF. AND THOSE CAUSED THE COST INCREASES TO GO UP IN BOTH OF THOSE DEPARTMENTS. AS WELL AS HEALTH AND THE OTHER GENERAL COMPONENTS OF THE SALARY SYSTEM THAT GO UP.

>> STILL ON THE SAME PAGE, IV-11, IF YOU LOOK AT THE 2006 NUMBERS COMPARED TO THE DOLLARS OF PUBLIC SAFETY, 848 MILLION TO 447 MILLION, AND THAT'S 16% INCREASE IN FUNDING. ALTHOUGH WE WILL HAVE A LOT LESS SWORN OFFICERS IF THIS PROPOSED BUDGET IS IMPLEMENTED. AGAIN IS THAT DRIVEN BY COST INCREASES?

>> ON THE PERSONAL SERVICE SIDE THAT'S BEEN THE ISSUE SINCE THE EARLY 2000's WITH OUR COST GOING UP ON 64% ON AVERAGE.

>> THAT'S THE AVERAGE FOR EMPLOYEE COST BUT LOOK IN PUBLIC SAFETY, THE AVERAGE COST WAS 91,000, AND IN THIS 10-11 THE AVERAGE COST IS 187,000.

>> A LOT THAT HAVE IS DUE TO THE RETIREMENT SYSTEM ENHANCEMENTS OVER THE YEARS.

>> THE POA HAS PROPOSED THAT WE DO 40 CIVILIANIZATION SPOTS. AT ONE POINT. WHAT WOULD IT COST US TO CIVILIANIZE 40 ADDITIONAL SPOTS THAT ARE BEING CURRENTLY FILLED BY OFFICERS? WE HAD A CIVILIANIZATION AUDIT WHERE WE DEAL WITH 80 PLUS OFFICERS WHO WERE DOING JOBS THAT DIDN'T REQUIRE A GUN AND BADGE. IF WE WERE TO DO 40, HOW MUCH MORE WOULD IT COST TO BACK FILL THE SPOTS WITH NONSWORN?

>> WE ESTIMATE \$2 MILLION ON THE AVERAGE OF THE DIFFERENTIAL OF \$55,000 COST PER.

>> WE WOULD HAVE TO GO OUT AND HIRE PEOPLE TO FILL THOSE JOBS.

>> AND AN ALTERNATIVE TO CIVILIANIZATION IS INSTEAD OF ELIMINATE THE POSITIONS THAT ARE IN OUR PROPOSAL NOW, THE 90 PATROL OFFICERS, YOU TAKE AN OFFICER BEHIND A DESK JOB AND ELIMINATE THAT AND REPLACE WITH A CIVILIAN, YOU CAN GET A COST SAVINGS THAT WAY. YOU STILL HAVE TO CUT IN THE POLICE DEPARTMENT, BUT RATHER THAN ADDING COST YOU COULD REALIZE SAVINGS IN THAT REGARD, ALMOST LIKE A RECLASSIFICATION OF THE WORK BEING DONE. THAT'S ANOTHER ALTERNATIVE DISCUSSED. THAT WAS IDENTIFIED IN THE AUDITOR'S REPORT.

>> CHIEF, YOU MENTIONED THE POSSIBILITY OF KEEPING STATION 33 STAFFED WITH A TWO-PERSON UNIT. WHAT IS A TWO-PERSON UNIT?

>> THAT WOULD BE A RESPONSE TO REQUIRE MEET AND CONFER AND A STAR UNIT. DEPENDING ON THE SEVERITY OF THE CUTS AND IF WE GO DOWN TO FIVE PER TRUCK, THAT WILL BE DIFFICULT TO DO. DEPENDING ON THE LEVEL OF CUTS, THE LESS RESOURCES WE HAVE TO MOVE TO ANOTHER STATION TO COVER POSSIBLY SOME OF 33. THE STATISTICS WITH 33, THE CALL VOLUME IS SO LOW AT THE TOP OF THE HILL. AT THE BASE OF THE HILL, IT'S COVERED WELL BY STATIONS 18 AND 13,

BUT THE LOW VOLUME AT THE TOP OF THE HILL MAKES IT TOUGH TO KEEP OPEN. BUT WE COULD EXPLORE MORE OPTIONS AND MAYBE SOMETHING THROUGH A CONTRACT OR SOMETHING ELSE. BUT WE WOULD EXPLORE EVERY OPPORTUNITY WE COULD. THE OTHER THING WITH THE TOP OF THE HILL, THERE IS A DAY TIME OF FLUCTUATION OF POPULATION, IT'S LOW IN THE EVENING. AND THE OTHER THING THAT MAKES IT DIFFICULT, THERE IS NO ROAD CUT GOING NORTH DOWN THE HILL, ONLY SOUTH. AND MOST CALLS COME FROM THE NORTH SIDE OF THE BOTTOM OF THE HILL. THERE ARE LOTS OF VARIABLES OF HOW DEEP THESE CUTS ARE.

>> WHAT IS STAR POWER?

>> THESE ARE ATTACHED TO TRUCK COMPANIES AND THEY ARE AMBULANCE THAT CAN DO TRANSPORT WITHIN THE CURRENT CONTRACT. THEY HAVEN'T BEEN UTILIZED THE BEST THEY CAN, AND LOOK TO UTILIZE MORE. THEY CAN PROVIDE MEDICAL COVERAGE AND NOT FIRE COVERAGE. ALTHOUGH WE HAVEN'T HAD SIGNIFICANT FIRES AT THE TOP OF THE HILL.

>> AND 80% OF THE CALLS ARE MEDICAL?

>> CORRECT.

>> I KNOW THERE WAS A FIRE RECENT AT THE BOTTOM OF THE HILL, WAS ENGINE 33 CALLED IN FOR ACTION?

>> 33 AND 30, AND SEVERAL UNITS WERE THERE. AND THEY ARE CUTTING THE FIRE BREAKS AROUND THE HOMES DOWN AND AT THE TOP, THE FIRE BREAKS PERFORMED JUST LIKE THEY SHOULD HAVE IN THAT FIRE. THEY CUT BACK 15 TO 20 FEET AND THE FIRE STOPS BEFORE IT GETS TO THE RESIDENT. THE ONLY RESIDENT THAT HAD DAMAGE WAS ONE AT THE TOP THAT DIDN'T HAVE A FIRE BREAK. BUT THOSE ARE PROTECTED BY THE FIRE BREAKS. THERE ARE WAYS TO MITIGATE THOSE.

>> WHAT COMPANY WAS DISPATCHED FIRST?

>> I BELIEVE 30 AND THEN 28 AND 26 CAME IN LATE. AND THEY RESPONDED AT THE BASE THE HILL.

>> FOR STATION 33 THEY HAVE TO RESPOND OFF THE HILL AND AROUND THE HILL TO GET THERE.

>> CORRECT, AND THAT'S THE PROBLEM WITH HAVING ONLY ONE ROAD FROM THE SOUTH SIDE RATHER THAN THE NORTH AND SOUTH. AND THAT ROAD IS PROGRAMMED IN WHEN DEVELOPMENT GETS GOING UP THERE, IT JUST STOPPED IN 2007.

>> HOW MANY UNITS DO WE ANTICIPATE ON THE TOP OF THE HILL?

>> TOTAL 2,300 UNITS. BUT WHEN IT'S BUILT OUT THERE A SCHOOL AND OVER 5,000 RESIDENTS WITH THE HIGH-RISE AND THE REST DUE TO BE BUILT. AND NOW THERE IS 660 OF THE PROPOSED, IT'S ABOUT A QUARTER WAY THERE FOR THE SINGLE-TYPE RESIDENTS BEING BUILT.

>> THANK YOU. A COUPLE OF OBSERVATIONS FIRST IS JENNIFER HAS ANSWERED MY QUESTION ABOUT ONE WAY TO AVOID CUTS TO PUBLIC SAFETY AND THAT WOULD BE INCREASING THE CUTS TO THE OTHER DEPARTMENTS BY 15%. I DON'T FAVOR THAT APPROACH BUT IT'S ONE APPROACH THAT WE COULD TAKE. THE OTHER APPROACH THAT I FAVOR IS ASKING FOR 10% CONCESSIONS FROM POLICE AND FIRE. AND THAT WOULD AVOID THE REDUCTIONS IN THE FORCES THAT NONE OF US WANT TO DO. AND THE OTHER OBSERVATION IS THAT EVEN 5% IN CONCESSIONS WOULD AVOID LAYOFFS. AND IF THAT IS THE OBJECTIVE, THAT'S CERTAINLY A WAY WE COULD DO THAT. BECAUSE THE 71 OFFICERS THAT WERE ON THE CHART THAT WE WERE EXPECTING TO LAYOFF, WOULD COST ON AN ONGOING BASIS AROUND \$12 MILLION. 5% CONCESSION FROM THE POLICE UNION AND THE POLICE OFFICERS WOULD BE ABOUT \$12 MILLION. WE COULD MAKE THAT WORK. BUT THAT DOES REQUIRE A WILLINGNESS BY THE POLICE AND FIRE UNIONS TO CONSIDER CONCESSIONS AND

AGREE TO CONCESSIONS. WE CAN'T DO IT WITHOUT THEIR AGREEMENT, BECAUSE WE HAVE BINDING ARBITRATION THAT KEEPS US MOVING AHEAD. THERE ARE SOLUTIONS HERE AND WE ARE NOT WITHOUT OPPORTUNITIES TO DO THINGS WE DON'T WANT TO DO. COUNCILMEMBER LICCARDO.

>> JENNIFER, I WOULD LIKE TO EXPLORE THE NUMBERS, BY ELIMINATING THE FIVE ENGINES AND ONE TRUCK WE SAVE 1.2 MILLION, VII, 9. AND LOOKING AT THE BUDGET SUMMARY AND DESCRIBES THE DOLLARS BY CORE SERVICE. AND IT LOOKS LIKE THE DOLLARS FOR THE CORE SERVICE OF FIRE BEING CUT FROM ROUGHLY 151 MILLION TO 149 MILLION AND DROP IT 2 MILLION THAT IS 1.5%. SO JUST TO HELP US UNDERSTAND WITH THE BUDGET CUT OF \$2 MILLION, WE HAVE TO ELIMINATE \$12 MILLION WORTH OF PERSONNEL AND APPARATUS. COULD YOU HELP EXPLAIN?

>> YEAH, BECAUSE I THINK WHAT YOU ARE LOOKING AT AGAIN IS THE FORECAST COST THAT ARE COLUMN 3 ON 7-235, THE COST TO RUN THE DEPARTMENT HAS BEEN GREATLY INCREASED BECAUSE OF THE RETIREMENT RATE INCREASES. SO THE FORECAST IS WHAT WE USE TO DEVELOP OUR SHORT FALL NUMBER BECAUSE IT'S NEXT YEAR'S COST OF DOING BUSINESS. WE NEED TO CUT THE DEPARTMENT BASED ON THE INCREASED COST THAT ARE PROJECTED PARTICULARLY IN THE AREA OF RETIREMENT. AND THE MAYOR POINTED OUT STAFF INCREASES AND HEALTH AND OTHER THINGS.

>> SO IT'S PURELY A PERSONNEL COST.

>> YES, IT'S PRIMARILY PERSONNEL COST.

>> AND THERE IS BASICALLY A SMALL CUT OF 2 MILLION. OR AT LEAST FOR THE CORE SURFACE.

>> YEAR OVER YEAR, YEAH.

>> AS WE LOOK AT DYNAMIC DEPLOYMENT, CHIEF, THE QUESTION THAT COMES TO MY MIND AND FORGIVE ME IF YOU ANSWER EARLIER, BUT WHAT DOES THE SECOND BEST ALTERNATIVE LOOK LIKE WITHOUT DYNAMIC DEPLOYMENT?

>> IF WE DIDN'T LOOK AT FILLING GAPS BY HAVING LESS COMPANIES SO WHEN WE RESPOND WE ARE DOWN SIX UNITS. THERE IS NO OTHER WAY TO FILL THE GAP, WE WOULD SEE A BIG GAP. AND THIS WOULD ALLOW US TO FILL THOSE GAPS AND WE WOULD INCREASE THE STATION'S RESPONSES, BECAUSE THEY BACK-FILL BEHIND THE ENGINE WHEN IT GOES ON A CALL. WITHOUT A DYNAMIC DEPLOYMENT STRATEGY WE WOULD SEE THE RESPONSE TIMES INCREASE MORE THAN WE WOULD LIKE.

>> WHEN YOU TALK ABOUT GAPS BECAUSE YOU WILL CLOSE STATIONS?

>> SOME STATIONS YOU DON'T HAVE THAT USE, AND IF YOU MOVE TO STATION 34, AND NOW YOU HAVE A GAP BECAUSE 34 COVERED THEIR SPOTS. THE DYNAMIC DEPLOYMENT WOULD LOOK AT THAT BECAUSE THERE ARE MORE GAPS CREATED BECAUSE OF THE LESS RESOURCES.

>> THANKS, CHIEF. I HAVE SPENT A LOT OF TIME WHEN WE LOOK AT WHAT THIS MAY TO, AND I AM REMINDED OF THE TIME WHEN HENNY YOUNGMAN WAS ASKED HOW IS YOUR WIFE, AND HE RESPONDED, COMPARED TO WHAT. AND AS POLICY MAKERS WE ARE TO CHOOSE THE BEST POSSIBLE OPTION AMONG ALTERNATIVES. AND TO IDENTIFY THE BEST OPTION AMONG ALTERNATIVES IT SEEMS FOR US TO CHOOSE DYNAMIC DEPLOYMENT, IT SEEMS THE ONLY WAY TO ACHIEVE A SEMBLANCE OF RESPONSE TIME FOR THE NEEDS OF OUR COMMUNITY. OR TO THE BEST OF OUR ABILITY. I APPRECIATE THE TIME AND INVESTMENT YOU HAVE MADE TO BE CREATIVE AROUND A VERY DIFFERENT TIME. IN YOUR DEPARTMENT AND THROUGHOUT THE CITY. AND IT'S IN TIMES OF SCARCITY LIKE THIS IS WHEN IT'S NEEDED.

>> I BELIEVE THAT THIS CONCLUDES ON PUBLIC SAFETY. AND THE QUESTION IS DO WE MOVE TO TRANSPORTATION, WE HAVE 15 TO 12. AND COUNCILMEMBER CONSTANT IS GOING TO THE SERVICE OF THE COUNTY.

>> WE COULD DO THE PRESENTATION, WE ARE READY TO GO ON THAT PART AND START WITH THE QUESTIONS AND ANSWERS AT 1:30.

>> WHY DON'T WE DO THAT.

>> I NEED TO STOP EVERYONE IN THEIR TRACKS FOR A MINUTE. I DIDN'T REALIZE THERE WERE CARDS FOR PUBLIC COMMENT, ON PUBLIC SAFETY, NOT ON TRANSPORTATION. WE GOT ENOUGH CARDS THAT WILL CHEW UP THE TIME, SO WE WON'T HAVE TIME TO GET STARTED ON PUBLIC TRANSPORTATION. WE WILL BE BACK ON TRANSPORTATION AFTER THE LUNCH BREAK. I AM SORRY, I DIDN'T REALIZE WE HAD SPEAKERS. HOPEFULLY THE SPEAKERS HAVEN'T LEFT. DAVID WALL. JEFF WELCH. IF ANYONE LEFT WE CAN TAKE THEM THIS AFTERNOON. COME ON DOWN, IF THE SPEAKERS ARE STILL HERE. JIM STUNCKLE. DAVID CHURCHILL. A COUPLE OF PEOPLE SPOKE YESTERDAY AND MAYBE DON'T NEED TO SPEAK. KEITH KINSLING. MR. WALL, GO AHEAD.

>> GOOD MORNING FOR ALL THE PLACES I COULD HAVE BEEN ON THE PLANET, LIKE MONTEREY, I DECIDED TO BE IN THE PRESENCE OF YOUR GLORIOUS HONORS. DO YOU LIKE, WITH THE EXCEPTION OF COUNCILMEMBER LICCARDO THAT WAS 2 HOURS AND 10 MINUTES LATE. THE SAFE CITY CONCEPT IS SOMETHING THAT WE CAN BE PROUD OF. NO ONE WANTS TO SEE CITY AND FIRE GO DOWN. BUT WE HAVE TO CHANGE THE STRUCTURE OF HOW CITY WORKS. SO WE START AT THE TOP, AND MR. MAYOR THAT MEANS YOU ARE ON DECK. YOU HAVE SIX POSITIONS THAT ARE REFLECTION AND REDUNDANCY OF EFFORT THAT THE OFFICE OF CITY MANAGER HAS. CASE IN POINT, TWO BUDGET DIRECTORS, WHO DO WE RELY ON? THE PERSON WITH THE EXPERTISE ON MY LEFT. THEREFORE ELIMINATE THE SIX POSITIONS IN YOUR OFFICE, YOU CAN SAVE SOME POLICE OFFICERS AND SOME SUPPORT STAFF. AND THEN WE CAN INTERN THE CITY MANAGER, WHAT DO WE NEED THE DIRECTOR FOR, YOU COULD INTERACT WITH THE DIRECTORS AND THEN HAVE MORE POLICE OFFICERS SAVED. I COULD GO ON AND ON, BUT I ONLY HAVE TWO MINUTES AND I PREFER TO RETIRE TO THE CONFINES OF MY ORCHARDS. THANK YOU.

>> JEFF WELCH.

>> GOOD MORNING, MR. MAYOR AND COUNCIL, THANK YOU FOR LETTING ME SPEAK. I AM JEFF WELCH, I AM HUMBLLED AND HONORED TO SERVE THE CITY AS FIRE CAPTAIN AS LOCAL 230. I WILL SPEAK SIMPLY, BECAUSE THERE WILL BE OTHERS AND YOU GUYS HAVE ASKED AND ANSWERS SOME SMART QUESTIONS AND ANSWERS. THERE IS A LOT OF NUMBERS AND A LOT OF VARIANCES TO ISSUES. BUT SIMPLY PUT I RISE TO SPEAK AGAINST THE PROPOSED BUDGET CUTS. IT WILL AFFECT THE SAFETY OF MY MEMBERS AND MYSELF AND THE CITIZENS OF SAN JOSE. WE ARE ALREADY UNDERSTAFFED AND AT A CRITICALLY LOW STAFFING LEVEL. LOWEST LEVEL COMPARED TO THE TOP CITIES IN THE COUNTRY. IF ANY STATION IS CLOSED, ANY LAYOFFS WILL HAVE A LOSS TO INVESTMENTS MADE. PEOPLE THAT ARE HIRED OVER THE LAST PREVIOUS YEARS ARE HIRED TO MAINTAIN THE STATUS QUO. THIS IS A SYSTEM THAT EXPANDS AND CONTRACTS ON A MINUTE BY MINUTE BASIS. WE DO DYNAMIC DEPLOYMENT ALREADY TO A DIFFERENT MECHANISM TO WHAT THE CHIEF HAS DESCRIBED. DYNAMIC DEPLOYMENT WHILE GOOD AND NEW TECH NOT :-TECHNOLOGY IS SIMPLY A CONCEPT. AND I WAS SITTING UP THERE AND LOOKING AT NASHVILLE, THAT'S NEWS TO ME THAT THEY USE DYNAMIC DEPLOYMENT TO THE LEVELS WE PLAN. THEY HAVE A POPULATION OF 600,000, VERSUS OUR MILLION AND THEIR POPULATION DENSITY IS MUCH LESS, THEY HAVE 42 ENGINE COMPANIES. WITH THIS PROPOSAL WILL DROP US TO 29. AND THEY HAVE 12 TRUCK COMPANIES AND WE HAVE WITH THESE CUTS DOWN TO FOUR. AND WE WILL HAVE 650.

>> YOUR TIME IS UP.

>> KEVIN IS OUR NEXT SPEAKER.

>> GOOD MORNING, MR. MAYOR, MADAM CITY PRRG AND COUNCIL. IN 1998 COUNCIL DIRECTED THE FIRE DEPARTMENT FOR A COMPREHENSIVE STRATEGIC PLAN. IT INCLUDED FOR THE FIRE DEPARTMENT AND CODE ENFORCEMENT AND BUDGET OFFICE, I HAVE BEEN EMPLOYED BY THE FIRE DEPARTMENT AND THAT GOAL WAS TO PROVIDE UNIMPEACHABLE QUANTITATIVE ANALYSIS. UNIMPEACHABLE IMPLIES IT'S IMPOSSIBLE TO DISCREDIT. I HAVE NO CONFIDENCE IN THE DATA, IT'S NOT COMPLETE AND NOT REPRESENTATIVE OF THE STANDARDS. YESTERDAY I GAVE A COPY OF THE LANDMARK STUDY, MANY TEXTS TAKEN OUT OF THAT STUDY HAS BEEN TAKEN OUT OF CONTEXT WHICH JUST MAKES THEM A PRETEXT. THAT REPORTS THAT EMERGENCY RESPONSE IS A SIMPLE ENTERPRISE, HAVING APPROPRIATE RESOURCES ARRIVE IN AN EFFECTIVE TIME FRAME ALLOWS US TO ADDRESS THE NEEDS OF OUR CUSTOMER. OUR JOB IS TO MINIMIZE THE LOSS OF LIFE, HEALTH AND PROPERTY. IT'S SIMPLE, THE SOONER WE GET THERE, THE BETTER THE OUTCOME. IN THE STUDY IT STATES THAT THE FIVE-PERSON CREWS HAVE BEEN DOCUMENTED TO BE SIGNIFICANT FOR MEDIUM AND HIGH-RISK HAZARDS, PARTICULARLY IN CITY SETTINGS. WE SHOW THAT WHEN GOING FROM EIGHT MINUTES TO NINE MINUTES, THE PATIENT GETS SICKER. OCCUPANTS WITH RESPONSE EARLIER ARE EXPOSED TO LESS GAS. IT'S A MATTER OF TOO MUCH BETTER ON TOO MUCH BREAD. OUR ANALYSIS STATES --

>> I AM SORRY YOUR TIME IS UP. PAUL SCHUYLER.

>> GOOD MORNING, PAUL, BATTALION CHIEF BATTALION. ONE OF THE SENIOR BC'S THAT WORK FOR YOU. AT 31 YEARS IN THE FIRE SERVICE, I AM SADDENED BY THE ECONOMY THROUGHOUT THE COUNTRY AND PUBLIC SAFETY IMPACTS. I CAME HERE 22 YEARS AGO. WHY? BECAUSE THIS IS ONE OF THE MOST PROGRESSIVE CITIES AND FIRE DEPARTMENTS IN THE NATION. AND I WAS PROUD TO MAKE THE CHANGE. AS HUNDREDS OF OTHERS HAVE. YOU HAVE INVESTED IN ME JUST AS THE COMMENT WAS MADE EARLIER. LAYOFFS AFFECT EVERYONE FROM FIREFIGHTERS TO PARKS. WE DON'T TAKE THIS LIGHTLY. BUT CORE SERVICES FOR A CITY, WATER, ROADS AND PUBLIC SAFETY, YOU CANNOT SURVIVE WITHOUT THOSE. NO REDUCTIONS TO FIRE PROTECTION SHOULD BE CONSIDERED. WE ARE TWO STATIONS SHORT FOR THE STRATEGIC PLAN AS IT STANDS TODAY. THREE CLASSES YOU HAVE WITNESSED HERE RECEIVING THEIR BADGES WILL NOW BE ASKED TO TURN THEIR BADGES BACK TO YOU. WHEN THEY TOO TOOK A CHANCE TO COME TO THIS GREAT ORGANIZATION. BATTALION 13 HAS STATION 35 ON BLOSSOM HILL. IT'S THE LARGEST BATTALION IN THE CITY. WE HAVE EIGHT RESPONSES A DAY, AND WITHOUT 35 YOU WILL HAVE 27, 18 AND 12 HAVING TO MAKE UP TIME. THE SURVIVABILITY IS NOT FAVORABLE WITHOUT THIS STATION. I AM CONCERNED ABOUT CITIZENS AND FATALITIES TO EITHER. THE INSIPIENT PHASE OF FIRE WILL RISK MORE LIVES BECAUSE WE WILL TAKE MORE CHANCES. WE DO NOT WANT TO ATTEND A FIREFIGHTER FUNERAL, WE HAVE BEEN BLESSED IN THIS CITY. THANK YOU.

>> JIM STUNKHILL.

>> GOOD MORNING AND THANK YOU. I APPRECIATE SO MUCH ALL THE HARD WORK AND THE IMPORTANT QUESTIONS AND ANSWERS WE ARE PROVIDED HERE TODAY. AS BATTALION CHIEF OF BATTALION 1, I HAVE THE UNIQUE ADVANTAGE OF BEING THE ONE DISPATCHED MORE COMMONLY IN GREATER DIRECTIONS, AND THEREFORE IF TIME WOULD PERMIT I COULD SIT WITH EACH OF YOU AND IDENTIFY THE ADDRESSES IN EACH OF YOUR DISTRICTS WHERE I HAVE BEEN IN FIRES AND SEEN THE DEPLOYMENT MODEL WE HAVE TODAY WHICH IS AN EXCELLENT MODEL. AND NOT HAVE A HOUSE LOST AND WHEN A BUILDING IS LOST, HAVE IT STOPPED THERE AND NOT THE NEXT BUSINESS. IT WON'T HAPPEN IN DYNAMIC DEPLOYMENT. THAT'S A TERM THAT WE MADE UP HERE IN SAN JOSE. AND WHILE I RESPECT THE EFFORT OF MY SENIOR STAFF. THEY ARE MY FRIENDS. I RESPECT THE WORK THEY HAVE DONE, AND DYNAMIC DEPLOYMENT IS ANOTHER TERM FOR BROWN-OUT. WE WILL HAVE LESS COMPANIES AND WE CANNOT MAINTAIN A FOUR-MINUTE TRAVEL TIME. WE WILL CLOSE SIX COMPANIES AND THEY WILL TAKE LONGER TO RESPOND. AND NOW THE FIRE WILL NOT BE STOPPED AT THE ROOM, BUT NOW THE HOUSE WILL BE LOST AND NOT JUST ONE BUSINESS BUT TWO. AND NOW I CONTINUE YOU TO ASK THE GOOD QUESTIONS YOU ARE ASKING, WHAT IT MEANS. THIS IS NOT A PANACEA FOR A CHANGE OF THE FUTURE AND TO DO MORE WITH LESS RESOURCES. IT WON'T HAPPEN.

>> JIM CHURCHILL.

>> GOOD MORNING, ALMOST AFTERNOON. DAVE CHURCHIL, I AM A MEMBER OF THE SAN JOSE FIRE DEPARTMENT AND I THANK YOU FOR THE OPPORTUNITY TO SPEAK. MY CONCERN IS THAT SOME INFORMATION IS EDITED NOT TO GIVE YOU TO MAKE A CLEAR, INFORMED DECISION. SPECIFIC EXAMPLES IS THE STANDARDS ON TRUCK COMPANIES. YOU HEARD THE STAFFING GOING DOWN, WHAT IS NOT DISCLOSED THAT THE NEXT LINE IN THE MFP STANDARDS TALKS ABOUTIN JURISDICTIONS WITH GEOGRAPHICAL RESTRICTIONS, THAT IDENTIFIES SAN JOSE, THESE SHOULD BE STAFFED WITH FIVE OR SIX PERSON ONDUTY PERSONNEL. AND IT IDENTIFIED THAT A STATISTIC THAT 20 CITIES WERE POLLED AND THEY HAD THREE TRUCK COMPANIES. AND YOU HEARD NASHVILLE COME UP AS A STATISTIC USED. THEY HAD 16 TRUCKS FOR A POPULATION OF 600,000. USING THAT FORMULA WE SHOULD HAVE 25 TRUCK COMPANIES AND WE HAVE 10 AND LOOKING TO REDUCE THEM. THE NEXT AREA I WOULD LIKE TO BRING UP IS INFINITE COUNT VERSUS DISPATCH COUNT. THERE WAS A FOUR ALARM COUNT AND WITH THAT ONE ENGINE WENT OUT ON ONE FIRE. THE DISPATCH WORK AND UNIT WORK TIME SHOWS THERE WERE NINE UNITS AND FIVE TRUCK COMPANIES FOR SIX HOURS. YOU HEARD TODAY THAT'S HARD TO PULL OUT THE DISPATCH AND UNIT WORK TIME OUT OF CAD AND IT'S CAD THAT SAYS WE HAVE A DYNAMIC MODEL. AND THAT'S WHERE THE INFORMATION IS QUESTIONABLE. I ASK YOU TO TAKE A CLOSER LOOK --

>> YOUR TIME IS UP. KEITH.

>> GOOD MORNING, MR. MAYOR AND CITY COUNCILMEMBERS. I AM KEITH, AND I AM HERE TO SPEAK TO THE DEPLOYMENT OF DYNAMIC PLAN. YOU ARE BEING ASKED TO MAKE A DECISION ON EMERGENCY SERVICE DELIVERY. I AM A BATTALION CHIEF IN THE CITY OF SAN JOSE, I HAVE BEEN IN THE SERVICE FOR 35 YEARS, AND I HAVE A BACHELOR'S DEGREE AND TAUGHT AT THE COMMUNITY COLLEGE LEVEL. I HAVE RUN FIRE COMMUNICATIONS AND I HAVE WORKED IN THE OFFICE OF EMERGENCY SERVICES. I WROTE THE ADMINISTRATIVE PLAN FOR OPERATIONS. I HAVE WORKED IN FIELD OPERATIONS AND TRAINING. I FULLY UNDERSTAND THE EFFECTS OF RESPONSE TIME OF EMERGENCY PROVIDERS. EVERY MINUTE THAT A FIRE IS IN FREE BURNING IT WILL QUADRUPLE. IN A MEDICAL EMERGENCY A PERSON WILL SUFFER IRREVERSIBLE BRAIN DAMAGE IN FOUR TO SIX MINUTES. TO MY USE THE DYNAMIC DEPLOYMENT IS NOT USED EFFECTIVELY IN THE UNITED STATES, AND IT'S MY OPINION THAT REDUCING THE EMERGENCY RESOURCES WILL LEAD TO LONGER RESPONSE TIME THAT WILL LEAD TO LARGER FIRES AND A DEGRADATION OF SERVICES AND A HIGHER RISK OF FIREFIGHTERS PROVIDING THESE EMERGENCY SERVICES. IT'S SIMPLE, FEWER RESOURCES MEAN EXTENDED RESPONSE TIMES. DYNAMIC DEPLOYMENT CANNOT MAKE UP FOR HAVING FEWER RESOURCES. THANK YOU

>>

>>> GAVIN, I HAVE 30 YEARS IN THE FIRE SERVICE, I HAVE WORKED HERE IN SAN JOSE FOR THE LAST 20. AND I HAVE WORKED IN THE EMS DIVISION, TRAINING DIVISION, AND I AM CURRENTLY A BATTALION CHIEF AT 10. AND IN ADDITION TO MY DUTIES I AM PROJECT MANAGER FOR THE RECORDS MANAGEMENT SYSTEM THAT IS REFERRED TO THIS MORNING. ONE PROBLEM WE HAVE WITH THE RECORDS MANAGEMENT DIVISION WHEN THAT PROJECT CAME FORWARD IT CALLED FOR A STAFF OF SIX PEOPLE TO MANAGE IT PULL THE DATA OUT OF IT. WHEN WE IMPLEMENTED THAT PROJECT WE GOT ZERO, NOT A SINGLE PERSON IN SUPPORT CAPACITY. THE ONLY REASON THAT PROJECT IS WORKING BECAUSE WE HAVE A NUMBER OF DEDICATED PEOPLE IN THE DEPARTMENT THAT BELIEVE THAT MAKING DATA BASED DECISIONS IS THE WAY TO GO. MY CONCERN IS THAT WE WILL CONTINUE TO OPERATE THAT WAY. THAT WE WILL DO THE SAME THING FOR DYNAMIC DEPLOYMENT. IT CALLS FOR THREE DISPATCHERS AND BATTALION CHIEF, AND WHAT ABOUT THE I.T. SUPPORT AND THAT IS UNDERSTAFFED AND NOW TALKING ABOUT ADDING TO THEIR LOAD. AND ANOTHER CONCERN IS THE FACT OF THE DATA FOR THE BUDGET PROPOSALS AND THE DATA FOR DYNAMIC DEPLOYMENT IS FLAWED. I KNOW THIS BECAUSE I LOOK AT IT ON A REGULAR BASIS. WE NEED THE SUPPORT STAFF TO GET THE DATA CORRECT AND RIGHT. I WANT TO MAKE SURE THAT YOU LOOK AT THIS NOT AS A SOLUTION FOR REDUCED STAFFING AND REDUCED COMPANIES ON

THE STREET. WE DON'T KNOW THAT YET. AND THE PROJECT TIMELINE TO GET IT IMPLEMENTED BY AUGUST IS AN EXTREMELY AGGRESSIVE ONE. THE RMS PROJECT TOOK LONGER TO GET --

>> SORRY YOUR TIME IS UP.

>> GOOD AFTERNOON, MAYOR REED AND CITY STAFF. I AM THE FOUNDER AND PRESIDENT OF THE FRIENDS OF THE SAN JOSE MOUNTED UNIT. AS YOU PROBABLY ARE AWARE, THAT CITY STAFF IS REQUESTING THAT WE LOOK THE AN ALTERNATIVE DELIVERY MODEL. IT'S A GOOD ONE AND TEMPORARY AND THEY LOOK TO SOLIDIFY IN THE BUDGET DIRECTIVE. WE ARE HAPPY ABOUT THIS AND LOOKING FORWARD TO WORKING WITH YOU. MANY HAVE ASKED WHAT THE COMMUNITY CAN DO. WE OFFERED TO PAY YOU \$200,000 NEXT YEAR TO HELP OFFSET THE COSTS, BECAUSE WE ARE CERTAIN YOU WILL SEE SUPPORT. YOU CAN HAVE PETITIONS AND WORDS BUT I THINK THAT MONEY TALKS LOUD. AND WE ARE LOOKING FORWARD TO RAISE THE MONEY. WE MET WITH RICK DOYLE AND JENNIFER MCGUIRE, AND THOSE WERE PRODUCTIVE MEETINGS. AND THE LAST MEETING WE TALKED ABOUT THE MOU AND LOOKING TO SOLIDIFY THAT IN THE NEXT COUPLE OF MONTHS. I WANT TO THANK JENNIFER AND CHIEF DAVIS, THIS IS A TOUGH BUDGET. AND DEBORAH, NONE OF YOU ARE THE BEARER OF GOOD NEWS AND IT IS DIFFICULT TO TO BE YOUR SHOES. AND I WANT TO THANK JENNIFER, SHE'S GOT A LOT OF TALENT AND BRILLIANT AND SMART AND HAS A GREAT MIND. SHE FINDS SOLUTIONS WHEN IT SEEMS THERE IS NOT ONE TO HAVE, AND HAS A GREAT SENSE OF HUMOR. AND DEBORAH, I WANT TO THANK YOU VERY MUCH, I KNOW IT'S ROCKY BUT WE WILL BE FINE. I LOOK FORWARD TO WORKING WITH YOU AND YOUR STAFF. IF YOU HAVE QUESTIONS, I AM OPERATING UNDER THE BROWN ACT.

>> SORRY, YOUR TIME IS UP. GEORGE IS OUR LAST SPEAKER.

>> MAYOR REED, AND VICE MAYOR AND MEMBERS OF THE COUNCIL, GOOD AFTERNOON. I WOULD LIKE TO THANK THE CHIEF FOR HIS PRESENTATION. AND I WOULD LIKE TO THANK THE COUNCILMEMBERS FOR THEIR THOUGHTFUL QUESTIONS. OBVIOUSLY WE FACE DIFFICULT CHOICES AHEAD OF US. ONE OF THE THINGS I WOULD LIKE US TO CONSIDER ARE WHAT THE STATISTICS ARE. WHEN WE LOOK AT OUR POLICE DEPARTMENT, WE REALIZE WE ARE THE MOST UNDERSTAFFED MAJOR CITY POLICE DEPARTMENT IN THE UNITED STATES. I BELIEVE THAT THE CHIEF SAID LOOKING AT THE CURRENT BUDGET CUTS YOU WANT US TO 1 .2 OFFICERS PER THOUSAND CITIZENS, THAT'S 100% BELOW THE NATIONAL AVERAGE, WHICH IS 2.2. WE ARE RUNNING WITH LESS THAN A THOUSAND COPPER THAN WE SHOULD. I POINT TO SAN FRANCISCO AND THEY HAVE 2200 COPS. WE TALK ABOUT LAYOFFS AT A TIME WHEN WE HAVE A LOT OF OFFICERS RETIRING. WE ARE LOOKING AT CLOSE TO 40 AT THE END OF JULY. AND THIS AT A TIME WHEN SAN JOSE'S POPULATION IS INCREASING, ONE OF THE FASTER GROWING CITIES IN CALIFORNIA. AND WE ARE LOOKING AT THINGS TO POCKET AND WE COULD BE LOOKING AT AN INCREASE IN CRIME. I WANT TO GIVE YOU A PERSPECTIVE FROM A SUPERVISOR'S VISION DOWN THERE. OUT IN THE STREETS, WE HAVE MAJOR INCIDENTS THAT OCCUR ALL THE TIME IN THE CITY. ESPECIALLY DOWNTOWN. AND WHAT FOLKS NEED TO KNOW TO SUCCESSFULLY HANDLE THESE CASES WE HAVE TO DRAW RESOURCES FROM THE OUTLYING AREAS. YOU TAKE AN AREA LIKE ALAMAN VALLEY, AND YOU MAY FIND TWO COPPER TO HANDLE A BURGLARY IN PROGRESS.

>> SORRY, YOUR TIME IS UP. THAT WAS THE LAST SPEAKER, WE WILL START UP AGAIN AT 1:30, AND START WITH TRANSPORTATION WHEN WE GET BACK. HAVE A NICE LUNCH.

>> Good afternoon. I would like to get the city council meeting back into session as soon as I have a quorum. I think there are council members back having lunch and we will get started in a minute or two. Just to start the meeting off without business is a place to bet -- I placed a bet with the mayor of Chicago and the series and we have a local of businesses that agreed to participate, so we're going to get a lot of local products from Chicago, food and whether we win, when we win and we will be donating our share to the shelters. Doesn't matter what they're going to do because we're going to win anyway. We're getting geared up geared up to start transportation and then fees and charges and if we get done with that we will launch into the capital program which is currently scheduled for Monday. All right. Time to start transportation. I think Mr. Larson is going to take the lead.

>> Yes Mr. Mayor. If I could have the first slide. Mr. Mayor members of the council we have the budget overview presentation for the transportation and aviation CSA services. I am Mr. Larson and joining with me are other members of our group. The out come of the CSA are providing on safety and travel choices and liveable situations and community liveability of the airport and transportation department provide a few range of service and supported by the police department for services. The services are focused on these services and despite the 2 city budget there is good news to report and we are a airport that is usable and user friendly to the nation and the most attractive. We will have one of the most modern signal systems and thanks to a state grant and all upgraded with software and hair word and most signals will be connected for opt Timiumization and the record is continually improving for the past two decades. We have a crash rate that is less than half the national average and dropped by 360 from the amount we had the previous year. Now, for the bad news, and the impacts of this year's proposed budget. First let me start by acknowledging that the city's transportation infrastructure is in a dangerous condition and because of the cuts in the last eight years and we're at basic levels for trees and signs and markings and pot hole repair. It is a fact that it's deteriorating and we have a large backlog of maintenance totally 400 million and 250 million is the backlog for pavement maintenance and it's challenging to make cuts but cut me must to bring the city in budget. We have three cuts that will be most noted by the community and first unfortunately we are reducing funds for pavement maintenance and we are reliant on the state for this and second, we are reducing the services for the esthetics for the streets and remove landscaping that we cannot afford to properly maintain, and third we are eliminating the traffic common programs that respond to liveability issues and cut 3 through traffic and neighborhood parking intrusion, and we be focus only on the miest priority practicals. The next highest priorities and we are eliminating new transportation projects with the exception of those we get funding for. In the event it gets worse we propose to turn off 6,000 street lights for the residential and commercial areas and I would like to turn it over to bill.

>> Thank you. It's a year of transition. The improvement program will be essentially complete and closed that. That transition resulteds in the airport staff having to learn to operate new facilities with few resources and staff and non personnel resources. Additionally it means nor debt. In this fiscal year alone it will increase from 32.9 million and up to this and it's down drastically. Next is continued -- some of the specific budget proposals we're looking at continued phase reduction in staff back to 1995 levels. That particular proposal will reduce the operating budget 3.8 million annually. Additionally we're proposing to out source custodial services and reduce the airport budget. We're looking at terminating our lease on north first street. That has a savings of 1.9 million annually and we want to increase the non airline revenue and keep the costs to the airlines as competitive as we can, so we're proposing the launch of the non terminal area improvement area, and finally as the council is aware we need to maintain competitive rates and charges in the budget our CP's is proposed 4 at \$11.09s and that is high but in the acceptable range. In 2010/2011 as I noted earlier it's a year of transition for the airport, and I would like to convey what we will be do. We have three core functions and tasks at the airport: Maintain safe travel facilities and secure and transport passengers to the transportation. We will continue to do that without compromise. The traveling public will be safe and secure and it will be a efficient transfer. What we will not do is the discretionary things we did in the past and everyone of those will be affected or eliminated in the coming year . The budget and the resources we have available to us are putting huge strains on airport staff in order to do non regulated discretionary items.

>> In closing to the transportation system the proposals are disturbing as it is from everyone that you have heard from and nevertheless we will do our best with the resources. We take great parade with the transportation record and will maintain it, however with the cuts we will not make the improvements we did in the past and will increase the backlog of future maintenance and the city partners and particularly the public works department are

highly motivated to manage this issue. A major focus of the coming year is seek new sources of money and we are pursuing this on a number of fronts and new landscape districts are being formed. We are getting more volunteers to help with it at appropriate and safe locations, and we will continue to pursue grants for basic maintenance like the federal stimulus program which is providing money for maintenance this summer, and last we will need to educate and approach the community for new funding for services like tree care and pavement maintenance. Earlier this month the committee endorsed to have the council have a special study session for maintenance and we look forward to the opportunity to work with the council for funding strategies for the system and this budget we are looking at today is not a reflection of the long-term future but a new starting point and motivate us us to work toward a better tomorrow. We are here to ask any questions you have.

>> Thank you. I have a couple. You mentioned the \$400 million structure backlog. Was that just the transportation portion?

>> 250 is for payment and other elements and curbs and street lights et cetera.

>> And I had a ray of hope it was only \$400 million total. What is the total backlog? Isn't it closer to \$500 million?

>> Yes it's about that amount city wide.

>> And in this budget -- I think I remember from the projections that this budget is projecting that the backlog will grow by \$8 million because we're not working off the backlog. Is that still a good number for this budget? I think that is the right order of magnitude. In the area of transportation we actually improved a little bit because of the improvements in traffic signals we had from the state grants and because of that money spiking this year we are seeing a slight improvement, but if you look in the next five years we are expecting it to grow under the current amounts.

>> I understand and from the funding from the federal government this year and the payment condition will remain flat because of the extra money.

>> That is correct Mr. Mayor. We should have about \$40 million a year to remain steady and next year and in the out years it's more in the range of ten to 20 million leaving us with short falls in the order of 20 to \$25 million in the out years the.

>> Again flat is pretty good.

>> Flat is good.

>> Flat is good. But that's only this year that we're in, not the next fiscal year. Councilman Chu.

>> Can we go back to the slide that you showed that the street lights closing? The shut down of the street lights?

>> Yes.

>> Yeah thank you very much. I would really suggest that we reverse the order. I believe that we should be able to turn off more street lights, and to save some utility bills to pay for the traffic coming issue. Personally the street light in front of my house got turned off on the first round of cuts, and I have to have a sensitive porch light so I can find my key whole, and I don't know after how many months I am used to it, and I notice there is a lot of cities that don't have street lights and in the industrial area I know that many of the company have their own security cameras and I am pretty sure they can also invest some money to install some of the motion sensitive lighting device, and cutting down on police patrol and the crime units. I don't see the city pulling more money just to keep the lights on in those areas that is just a vandals and probably don't have the police force to go after those people, so I think we should consider turning more off and not just the industrial and commercial areas but the residential and including the ones in front of my house or my street. So this would be my comment. I would also like to find out from the PD how much of the public safety impact if we have rotate - - maybe a rotational, turning off the lights in the residential area, and more than 10% blackout in the industrial

areas. I know that you could argue this it's a safety impact and I will argue without the traffic coming that's even higher safety impact.

>> If we have anybody here from the police department, but just as a matter of context we had 62,000 street lights. We have a bill of \$4 million annually.

>> The police department is on their way and maybe they can answer when they get here.

>> Okay. We can come back to council member constant.

>> Since we're talking about street lights, we had talked about this -- I don't remember if it was last budget season, but when we talked about the difference in how much energy the different types of lights take versus the flat rate that we're paying to PG&E and I think it was \$85 per street light for electricity. Have we made any progress there as far as the energy bill?

>> We do currently -- our street lights are on a flat rate system and the dollar amount depending on the light so lights from major streets burn more energy but on average it's \$60 a year is the energy light per light for all of our lights. One of the issues that we are pursuing is a way to reduce the energy costs is to ultimately retrofit the light system with low energy LED lights and ones which are adaptable and change the level of lighting depending on the time of night, and we are hoping to change at least a 50% savings in light with that new approach but that require coordination with PG&E with adaptable rate schedule and that's something we are still working through.

>> Okay. Thanks.

>> And add on to the aviation piece of this I have been working with CEO's of some of the people who do the most traveling in our community. Namely the big companies, and they're pleased and eager to help us rebuild the traffic because they the productivity losses they are suffering with the people going to San Francisco and not just the weather delay lays and I'm delays and I am optimistic and more flights and more passengers and makes things easier. Council member Chirco.

>> I know it was talked about expanding the services and one of the revenue generators and we have the compressible gas and used for transportation within the airport, and that is a resource I heard could be available for a broader usage. Do you have ideas how we can begin to move that environmentally friendly one to more common usage?

>> Yes. let station is open to the public. We accept all major brands of credit cards, and we regularly market the station to the users. We are on a website, so if you have a car that using that fuel you can go on the website and see where the stations are located and even the prices, and we try to keep that price very competitive so that we can attract more and more non airport users.

>> Have you seen the amount of usage go up year over year since we have had it available?

>> It has but predominantly because of our use, and we converted to 100% and all of our buses are C and G, and we are proud of that. I would have to get you the public portion. It's inching up and we would like to see more.

>> And marketing is a difficult idea to fund and just on the traffic lights and I know they cut off -- maybe it was 10% a couple of years ago and they were supposed to turned off in the industrial and commercial areas, and that wound up not happening because they were shut off in residential areas is what happened because the police and the office of economic development felt it was would be counter productive to reduce the lighting in those areas and eight, nine and ten took the brunt of the street light shut off, and I know that is on going level of conversation, and I would like to see how we can lower the bill and allows for a safer community. We are losing public safety services and for other things have to assist in that arena. I know we have on going calls. Not a huge volume but when the lights went the out and I would prefer to see as a second tier but I know everything is on the table right now.

>> A couple comments. Yes the lighting proposal is part of tier two and only if it gets worse than proposed and we concur the initial efforts to turn off street lights and in the order of eight or 900, and we worked with the police department and office of economic development and identify locations that would have the least impact, but nevertheless they were controversial and we got a lot of community concern with just the small number that we turned off recently. Recently and and we didn't know if was in residential areas until we got the Emails. Thank you very much.

>> Yes.

>> If you could remind the council right now we do not have the ability to turn lights up or down by remote. Correct?

>> That's correct.

>> And so what is the retrofit cost per light approximately?

>> Let's see. Do you know?

>> I am wondering what kind of involvement you think investment to do it.

>> The cost per light is in the order of six, seven, \$800 per light to do that.

>> So do you have a cost for the city or what is your strategy if 11 we do that funding?

>> The way we're approaching is we have a couple of pilot projects right now and redevelopment project and district four and other funding and recovery acts and \$2 million grant, so we're doing those pilot projects, and based upon the technology functions we will identify that for the city and as funds become available and the pay back and nurse the cost and it's significant and well out over five years. Probably almost pushing closer to a decade, but we anticipate as the cost is more standardized costs will come down.

>> In order of magnitude and looking at 30, 40, \$50 million to retrofit the lighting system.

>> One question about something you mentioned and that was use of volunteers and island maintenance. Every time I talk with neighborhood leaders and association people they're really eager to help us in maintenance of medians, parks. They want to keep the community centers open and there are many things they would be enthusiastic about doing. What areas do you think in transportation we could use volunteers? What impediments do you have in maximizing the efforts?

>> I think we have good news for the volunteer efforts to maintain islands and obviously on main streets there is safety and liability issues, but with the smaller ones and just as an example when we started the program to reduce ground cover and shrubs in the landscape properties we probably had three 12 areas in which we had volunteers agreeing to take care of them. With the approach of having to take it out and offering them up to volunteers we have currently added ten areas in which volunteers have agreed to maintain them and also working with ten other groups that are interested in volunteering, so there is a lot of interest in that. I think oftentimes there is an interest in doing it and get people excited about doing it, but with the follow up and the real commitment and getting them signed up it's challenging but we have made progress in that area.

>> And we continue to be creative and work with the neighborhoods. They can help us and that's a good thing. Of course there are limits to what they can do and we know that. Councilman Liccardo.

>> Yes. I notice when I looked at the airport budget which contains some real drastic cuts and double digit in some areas and up to 30 or 40 % and was in the customer service and I wanted to say thank you that you get the fact that we need to present as good of service as possible for customers and drive revenue there, and I think that is great and reflective of the fact that you won the airport of the year award last year and hopefully we still win it and I wanted to say thanks. I had a question about parking downtown and I thought you would be expecting this and got the cartoons and from the business association. What I -- for those of you that haven't received them

I will pass them along. They're creative. There are 13 concerns about the doubling of parking rates and I know there is not a lot of active conservation out there and we there and extending the hour to 5:00 o'clock to 6:00 o'clock. I am wondering do you have the break down and the doubles of the rates? A small share or a big?

>> I am looking here council member.

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>> I know the overall number. In terms of the break down I don't have it specifically.

>> And it would be fine and I am try to get a sense of the magnitude of how this breaks down. Not a big deal if you don't have it.

>> I would imagine that a majority of the revenue would come from the increase in the rate. I really sense that would be probably the bigger piece of the revenue. We can get you a more specific figure on that.

>> That makes sense. If there is another capital funding source for improvements in that lot on the courtyard side. Do we have estimates yet of what revenue we could generate at that site?

>> I haven't seen the specific revenue estimates that. I know we were working with redevelopment and find funding with them and construct the lot, but I haven't seen estimates yet out of that process.

>> Okay. Councilman Liccardo the cost to improve the courtyard lot for parking is estimated at \$60,000, and we had estimated that the revenue from the lot would pay for itself in three years. It would bring in about \$20,000 a year is our 14 estimate.

>> Thank you. That is helpful. I know this is something that is undoubtedly consumed more staff time than anyone would prefer, but one question that kept coming to business owners in Japan town and why is it that we have parking meters and they're struggling business district and Alameda and Oakland don't or talk about other parts of the city and it's not fair for me to throw those parts of the city under the bus so to speak, but I guess the question is why do we have meters in some places and why not uniformly throughout the city and generate more revenue by expanding.

>> Good question. The history is we had meters in Japan town for decades and raised in 1989 so we're looking at over 20 years and the proposal to go to a dollar an hour. Probably one of the reasons the parking and on Jackson Street the turnover probably wasn't good and working with merchants and had difficulty with the parking and meters are a great way to create turn over and they haven't had maybe a significant parking problems in that respect and getting access to that area. We have talked with that area over the years but we never got to the point of moving towards installation. I know they are discussing the whole property district and get those types of improvements which is something isn't in Japan town, so I think different business districts look at their needs and assess what makes sense in terms of needs and I think that is a little of the history behind it.

>> Okay. That's helpful. And 15 Jim -- first of all I don't think it's reasonable to increase the rate to a dollar. It seems like what it is downtown anyway. I think in terms of explaining to the business owners there though you know I understand that we put meters there and to manage parking and not just to generate revenue and obviously a legitimate business reason. I think there is a certain sense they are uniquely put upon and I think getting them to understand what else is going on in the rest of the city.

>> Absolutely. And our staff has the met with the person working with them and I didn't have a community that never complained about the rate. It's a challenge. We know it's a challenging time. That area in Japan town has good parking and we think it will help with turn over. The parking as we know over all is a little challenge over this period of time. We think that you know it's an overall not a -- from a total cost not a major -- we expect and people pay a dollar for parking is probably not going to make or break a decision.

>> Right. I think they're going to blow 40 bucks on a meal and with a couple of people with them and I agree it's not critical.

>> We will continue to work with them to see if anything we can do within the district within our plan and structure that can help them anyway. Obviously we still continue to propose that, but if there is anything to help them and terms of access and parking in the framework of what we can do we are more than ready to work with them and I can coordinate with your office as well.

>> Councilman.

>> Thank you Mayor, and to start with the airport bill and mayor I appreciate the comments in regard to communicating and contacting and continuing the discussion with local companies and the importance of them to be part of the unsailing airport and with the city and oftentimes when I talk with folks and the decision making and sometimes all they look at is the air fair and that's fare and that's it and look at the productivity and going in both directions and the high level executive and one hour of time is more valuable than the transportation costs so I think we have a great opportunity like any other with the grand opening of the airport in a few weeks to really market the airport in a way that has not been done before, so with the economy turning around -- the economy is going to predict most of this than anything else and seeing the good news and jet blue adding a Boston flight and that is a direct link to the economy, but it's a good sign. I think we will see continued growth and not like most departments in the city the airport is clearly linked to the ups and down of the economy and we have to keep crossing our fingers and be hopeful that business travel and ultimately leisure travel will pick up with the economy, and with that, and I hope that there's some strategy in terms of reaching out formally, and we talked about that and there has been that communication with the 17 local companies, but particularly some of the big ticket companies that we know are local here in San Jose. You know, I think they show a clear commitment to the San Jose airport and they may go to another airport but the commitment will be helpful and adding routes and the critical mass and employee figures of the major companies and anchored here in San Jose and the majority of employees in silicon valley and we should take advantage of that as much as we can and turning around here and in reference that the service at the airport and the employees are of the highest quality and they are the face to the city, the first face to the city that folks have that come into our town. And in regards to landscaping issue I agree that if we have to make the changes and I have seen successfully and getting out ahead to the community in regards and successful volunteers come forward, and I think it's all about communication, and the sooner you communicate with our offices and the association and if there is an interest they can pick it up from there, and folks appreciate the times we're in and the opportunity to step in and pick up some of the slack. Especially some of the neighborhoods landscaping. Not so much and reference talking about the medians and maybe not that safe. It's one thing in the middle of Monterey Avenue, but there are areas that are safe. I have a question now on to the lighting and reference to the cost and \$85 per light. Is that a flat fee to PG&E?

18

>> Yes that's the annual cost per light. On average 60-dollar is per dollars per light and \$4 million is the annual bill for street lighting.

>> Why do we have the 85-dollar range if the cost is \$60?

>> Some lights in the neighborhood are on a lower side and major arterial streets are higher and it varies on how bright the light is, but on average city wide it's \$60 and councilman constant pointed out there are some that are higher.

>> And you mentioned 85 flat fee.

>> We pay a flat fee depending on the type of light, so the neighborhood lights with the lower brightness are higher than the higher wattage on the streets.

>> Is that the average that we spend give to PG&E? You said it's a flat fee and I am assuming it means.

>> Flat fee per light and it's based on the wattage of the individual light. Kevin O'Conner has more detail.

>> I think I understand the confusion. So we pay a flat fee for each light based upon the wattage of that light so 55-watt in a neighborhood and the standard light we pay \$40 per year for electricity there. A 180-watt on arterial road 85 per light and average them out it's about \$60 per light on average.

>> And not 85 as a flat fee to PG&E? That's the most we pay?

>> That's for the arterial road.

>> Thank you. And in regards to get new technology and the fact it would cost tens of millions of dollars to do it citted with. Have we examined -- given the 19 proliferation and as was mentioned we had the project in my district and the technology park and given there are so many technologies out there that can save us money today in terms of the cost we pay for electricity, and given the fact that we don't have the money to install them begin of that cost, given that cost, what about seeking out the companies of the new technology and come in and over ten years we will save X amount of money and basically having them -- the benefit they get of course and start off with 10% of the lights and they come in and put 10% of the lights and pay over with that savings and hopefully with some type of negotiation we get something out of it. In the end of day we get something out of it. In the end of the day they get their product perfected and have an opportunity to purchased and has that been explored.

>> Yes. What we are doing is actually in a mode of testing different technologies and we have a number of pilot projects we have done across the city and we have others we are rolling out, and one of the purposes of the public demonstration, the different technologies we held in your district a couple of months ago was to get community input and their preferences on the lighting type. We are working with the environmental and transportation committee on in an effort to develop a new city standard for new low energy lighting, and we will come back to them in the fall with a report. In the issue of financing and moving forward and retrofitting your system is one of the things we're looking at, 20 so the committee is actively engaged in the topic and addressing and the questions you had. It's one of the green vision goals and save energy and we are taking steps in that regard.

>> And then we can determine and let's talk about the financing. Let's talk about how we seek out potential providers and so on and do it, so by fall we will have some more direction that will be provided.

>> Yes absolutely. So we expect to come to the council through the committee with adoption of the new lighting master plan for the city, and that will set out a foundation of the lights we want and build out and finance that system.

>> Okay. Thank you for that. And the last comment is setting off the street lights and we have to be cautious and certainly work with the police department. I know that some of the industrial areas you do see an increase of activity when you have less lighting, and I think that maybe -- I'm looking at some of the police data to determine at what point in that balance we are really indicating an creating a unsafe area and in the residential and you can make do and not a negative effect, but there are areas not having the visibility will lead to a downward spiral and in conjunction, and we heard it from the police chief and the other increase in crime and graffiti and what have you and we want to be cautious and having a 10% I think is something that appears doable, but there is an interest from the council or staff to increase 21 that number just to be very cautious about it. I think at some point we're creating more costs even if they're not immediately realized and potentially create more costs, so that's I didn't was asking questions along those lines and how do we upgrade the technology as quickly as possible instead of focusing on keeping the lights off. Thank you.

>> Councilman Chu.

>> Yes, I have a question for bill and one of the items for out sourcing the airport custodial services. Do you have a number of how much we will be able to save by out sourcing this custodial services?

>> Yes. It's 3.2 million annually.

>> Are we considering out sourcing some of the services and have we also considered out sourcing some of the services like property management? The management of the airport properties can also be able to out to some property management company? I guess the question is why did we taken out -- not that but why did we start out with the custodial services? Did you do a evaluation of out sources of all different functions of the airport and find out that the custodial services yields the highest return?

>> Yes council member. There are some functions and tasks that are particularly lend themselves to out sourcing because it's readily available on the streets, and other functions that are not. Nothing is off the table. We're looking at everything. We've already 22 out sources because of the high-technology we incorporated into the bag system that whole operation. We're looking at bridge. We're look maintenance and all the functions of operating the airport. In addition in the work assessment program that is coming to council on May 25th we're looking at an airline consortium and the airlines have asked that every conceivable function that is available for out sourcing be reviewed for possible cost savings, so this is the first -- actually not the first. We out sources the bag system. This is probably the second, but in the work assessment program nothing is off the table, so if the service is readily available we will be looking at it. In the work assessment program we have also identified our aircraft firefighting services as well as the law enforcement services, and if there is readily available out street services for management we will do the same there too.

>> I think we're did done with transportation. Any other questions for transportation before we move on to the next section and which is fees and charges? Okay. Before we go to fees and charges I wanted to go back to a question I asked this morning about if we don't approve the cuts in public safety how much would it take out of the other departments? And Jennifer has a refined number I think to share with us.

>> Thank you mayor. I'm sorry I didn't have this in the morning but we calculated what they would have to cut. Their 23 average cut would go from 20% to 46 % so additional 26 % to all of the non public safety departments and cutting almost half of the departments.

>> That is pretty big. Okay. Fees and charges. We will take that up now.

>> Jennifer who is lead on fees and charges?

>> We're just going to take questions and have representatives for the sections. There is no formal presentation.

>> We have questions and lots of sections so it's good to have everybody here. Questions on fees and charges generally. Council member constant.

>> I have some comments and some questions. First of all this is one of the hardest documents to go through because there is so much detail, and so many different things lumped together. I think what might be helpful in the future years, definitely not this year, but in future years have appendix that shows deleted and new fees instead of searching through the pages and find the new fees and to deleted fees. Also one of the things that would really help if there is a way -- again all these suggests are for next year. I don't expect it for this year. If there were a way to identify which changes and fees are due to increases in internal costs versus which increases and fees are simply are ramped up to get the full cost recovery because we have a combination of both in here and depending which section of the document you're going through it's apparent or not apparent, and I don't know if anyone else 24 agrees with that, but from my perspective it would make it easier. Then I had a question. We have the category one and category two fees, and while they're not really defined in detail unless I missed it. On the page that kind of breaks them out and says category ones are those should be cost recovery and category two less or more than that cost recovery, so my question is is the "should be" and the definition of "should" because the council set it because of cost recovery, or because of prop 18 or some other regulation says they must?

>> Thank you very much for the question. Those are council policy and the policy by the previous adoptions and comments based on the fees and charges report. With respect to your other question this report is a difficult report for us to do because we have exactly one week to produce this report after we do the big operating capital budget and I appreciate the comments. We do have -- section C we do have the changes. Not necessarily how you're describing but we have just the changes to the fees and described if anybody wants

to scan through the section. That is available. This one has always been a difficult one it is a report for the staff and have to get it out ten days prior.

>> Thanks. And then I notice that we don't have any that are classified as must be with the cost recovery with the prop 18 guidelines and is that because they're included in the shoulds?

>> Cog one would contain category one would contain it 25 and category two we could go over cost recovery.

>> I think the rest of the questions on specific fees. One is and summarized on page VII and then I think it's listed in the back here. From a library, a new fee that patrons that fail up to pick upheld materials in seven days. My question is -- I understand why we're doing it and my question are the libraries only open three days a week? Is that a realistic thing to charge? And I can go on line and reserve a book and ask for it to be held and find out by Email and it's a day I work and I go and the library is closed.

>> Hi. Chuck Rifman with the library and we are contemplating for it and return the material so we are adjusting the time. We are looking at the time frames as well at the same time so we're not unfairly penallallizing people just because we're not open.

>> And how much do we really expect to from that and the fine from the books? And that seems to me -- I understand it takes time to put it off there and put it on the shelf but how much in revenue generation per year?

>> Not a lot. Just for the expense to do the activity and looking at it demand management and less people working and less time to put it on the shelves and through the process so not a great deal but just enough to recover the cost of the time.

>> To be specific, \$30,000.

>> I just think that we should question that fee given the reduced library service and the 26 fact that I think we're going to have a lot more people using on line references because they reservations and can't get to the library and have issues getting there. That is my concern. Looks like Jane has something to add.

>> I was supposed to be off site all day but I happened to come back. I agree we have concern about it but we anticipate and currently one week to pick up those items. We are going to change that and give them more time because we recognize that right now and one week and six chances, three chances isn't so good. We will always do -- our staff can waive the fee and as they do now for fines "my mother was in the hospital. I couldn't get here" and they will waive it and it's almost 20% at some libraries and a nuisance fee to get people to think more carefully when having a research and reducing down to five internal holds at that time and that is internal policy.

>> Again my concern and I understand the work load and in fact I am running down to the library when my wife putting them on hold and I don't and that's not the reason I am asking.

>> You can pay in advance I think.

>> We will have the same policy for everyone.

>> Can I get payroll deduction? But my concern is with the uncertainty of people showing up because they're not used to the library being closed, or seven days over 50% you're not open.

>> Right.

>> And I think we should critically look at that, and 27 it's money, and I understand that, but I'm just worried it might be more of a hassle and a nightmare than it's worth. I don't have an answer it's just my comments. I think that's the only library one. My next one is on page C -five which is from the planning code enforcement, and it appears to be a new fee because I don't see it in the. 09/010 column and that is

the appeals protest fee, and I guess the concern I have it's a pretty steep fee, and I understand it's not the applicant's appeal fee. And my concern is, and maybe I'm not understanding the fee and I will tell you my concern and tell me if I am wrong. If a neighborhood group or concerned resident or business has an issue, and they're appealing something that we have allowed them as residents to become involved in the process before we're now saying you need to have \$2,132 to be a concerned resident? Is that wrong?

>> That is incorrect.

>> Can you explain it?

>> We charged a flat fee for the applicant resident and the rate payer paid for the cost associated with the appeal. As we go to pay for what you use we don't have that source of funds to essentially cover the costs and they were responsible for the appeal costs and unfortunately it's put into the fee resolution it didn't allow to recover those of the costs and we are losing money with the appeals and this is saying a applicant whether you protest it or the neighborhood protest it you have responsibilities to pay 28 for the staff to defend your project and we have an agreement that every applicant says if we get sued you're responsible for paying for the cost on that, so this is the same thing. The cost to file the appeals and back to a hundred bucks and but regardless of who appeals we will incur costs. The general fund isn't paying for it and the person getting the heater and should be the applicant.

>> If Sam is doing an addition on his home and I file an appeal because I don't like what he's going to do he pays the price for the appeal.

>> If it's single house permit that's what it would be.

>> I have a concern with that. I think it could have some interesting ramifications with neighborhoods we all have issues with particular projects and I worry it might be used as a particular tool, and I worry about that and its application. It seems really high. Now, what if -- so win or lose they still pay?

>> Yeah. Because we have incurred cost to deliver that service. Unless I have general fund money to pay for it I have to pay for it somehow. I guess the correlation a city couldn't depend the applicant and it's your responsibility and if the applicant protested something the neighborhood thinks is important and how do I fund that. The only reason to have it is we have the appeal and it's not great but it's absent having big reserves and building into the overall overhead and that is one option.

>> How do we make sure there are not frivolous appeals?

29

>> We have them today and applicants file the appeals do they don't have to incur the costs and give the neighbor a hundred bucks and for the developer and they're already abusing it but abused the other way.

>> I am concerned about the impact of this. I am worried that we -- I would rather figure out a way to enforce against commercial developers who abuse the process if we catch them and have a hefty fine for that behavior, but I'm concerned, especially as we move into the new general plan and increase densities I just think this is going to be an issue, so the next one is bingo. We have -- I think that is the police department, or maybe -- it looks like we have the bingo permit which is \$50 and the monthly gross is going up. Is this for all bingo and also those at the senior centers? What is the driver behind that increase which is probably about a 20% increase?

>> Good afternoon. I am chief of the bureau of administration for the police department. The question again councilman?

>> We have bingo permits increases. We have a permit issue fee and a gross monthly percentage fee and escalating to around 20% increase and the question is one, what is driving the increase, and two is that applied to all bingo including the bingo at the senior centers?

>> I'm not sure if it's at the senior centers but for the general bingo games in the city and I think it's a cost of living and cost of recovery. The fees are particularly low 30 for that fee.

>> Would like more info on this if possible. I don't know if this is the one I hear consist complaints about at the senior center, but I know for the senior centers that use their money for senior activities this cuts in quite a bit, so if we could get more information on that?

>> Sure.

>> And then my next one is for DOT. And it is the parking citation administrative fee and looks like to me we will charge \$25 per dismissal and that is a new fee. My question is if I get a 24-dollar parking ticket and issued in error do I have to pay \$25 to have it dismissed?

>> This is an item and we may have talked about it and people that are issued disabled parking ticket and they forget to put up the placard and it's a administrative fee and just applies to disabled tickets which is the highest cost tickets.

>> Yeah. It didn't say that in the chart and I wanted to make sure it's not all tickets.

>> It's not.

>> We know some are issued in error.

>> It's for the high cost ones like that and it's a good suggestion.

>> Okay. That's my only questions.

>> Council member Chirco.

>> Yes. This has to do with animal control and John talked about cost recovery, but looking at the increase I was wondering are we reasonably expecting to maintain the level of spay and neuter that we have been getting from the low cost clinics?

31

>> I am deputy director of these services. Yes, I believe so. Last year we went through a process and make sure the cost to provide that to the community was cost neutral to the general fund. This year the reason we're increasing the fees for the dog spay and neuters and we didn't historically offer them and didn't adjust the fees but now we're trying to incorporate that year we want to make sure they will cover the costs and yes they will.

>> I was concerned not only maintain the level of spay and neutering that we have been doing for the community and increase and fewer animals go on to the market so to speak.

>> Sure. Actually the strategy we are going to use there, and we had success there is pursue grant fund to supplement that. We have taken about \$35,000 this year and next year anticipate some grants in the \$200,000 range, so if we're successful in getting the grants that's where we put the money is in the preventative stuff in the clinic.

>> So that would be grants for people who couldn't afford to assist those had trouble by the cost and didn't have the money?

>> Yeah. Ideally lower the cost to a point where it's attractive enough or a person has the money to come and do it but also promotional things and target pit bulls or chihuahuas in the community and ideally get to a point we have a mobile clinic and go out to the community and not just the shelter and do that for low cost or free.

>> Having visited the shelter recently and you are not kidding
chihuahuas. That's all that was in there.

32 about pit bulls and

>> Two most popular breeds that we see.

>> Thank you.

>> Any trouble with the pit bulls hitting on the chihuahuas? Never mind. I thought that would be a problem.
Councilman Chu.

>> I have to ask this question for the second graders in my district. The question is for the librarians so maybe the city attorney will be able to answer. The question is can we charge -- why do we charge people for the library cards?

>> I'm going to ask Jane to answer it and state law requires that they're free.

>> Really?

>> Council member Chu there are several reasons. There are two kinds of cards and resident and non resident cards a number of years the attorney general talked about this and wouldn't meet the public library and with the fund and applying for grants and from the federal or state dollars administered by the state library and so forth, so the non resident -- if we want to be a public library is kind of off the table for the resident. For the non resident fees in the state of California years ago some legislation was passed called the library and services act and it stipulated that members and we are one with the county and extended to the bay area and I was there this morning chairing that meeting and if you belong to one of those systems you agree to issue cards to each other's residents and loan items back and forth, and that the state reimburses --
33 although it's not the full cost and reimburse for a net imbalance and more people from our jurisdiction use another library and the reverse and that jurisdiction gets reimbursed. In our particular case and despite of our libraries but a factor of geographies and the city and Santa Clara loan more and our business libraries do a million of year and courtesy of state of California but especially Santa Clara city and county library they are giving items to our residents. If we charge them for a non resident fee that would stop the next day and essentially no longer part of that system and they would no longer have incentive to do that, so in this case there is no law against it. The law does provide some reasons why we might not want to do it.

>> How much are we getting from the state?

>> For the fund right now about \$350,000 a year.

>> Yes.

>> And we get grants from the state and \$200,000 to \$250,000 a year and competitive grants that we can compete for that way.

>> All right. Thank you very much.

>> Thank you.

>> The next question is actually charging fees for the city parks or the picnic area and reserve that and currently they have to get up at 5:00 o'clock in the morning or even earlier to reserve a spot and get lucky. Can we have a fee system so that people really want to use that picnic area doesn't have to get up at 2:00 o'clock in the morning?

>> I am from the director of 34 parks and recreation services. Councilman Chu that is one of the areas we are looking into. Currently you can do that in the regional parks and this year we went through 150 of them and reform them. That is one we're working towards and on the list in the coming year to work on.

>> And I understand Palo Alto is charging to get into their parks. I can't remember the name of it. Can we implement similar things and charging to get into the park?

>> We have categorized parks and in the charter and inalienable rights for the citizens and we maintain that openness and we have parking fees and the only one we charge for admissions the happy hour park and zoo.

>> And easily implemented fees for people wandering into the city parks and how does Palo Alto do it?

>> I'm not sure if it's a policy issue or charter issue of the openness for the parks.

>> Okay. Thank you very much.

>> Any other questions on fees and charges? Councilmember Pyle.

>> I wanted to ask about a couple of things. First of all 11 and the sidewalk lean and administrative fee and there is also I believe two fees. I don't know who is going to talk about sidewalks. Looks like finance, Scott.

>> Good afternoon. Scott Johnson director of finance.

>> I notice it's 211.8% recovery. What is solid waste delinquency and part of me wants to know and part of me is not sure I want to know?

>> Can you clarify the page number 18.

35

>> Page 17, number one and integrated waste management. So there is a late charge, and then there is also an administrative charge. Is that correct?

>> Yeah.

>> That is the utility building and lean fee and intent to lean fee. Basically these are for garbage bills folks have not paid, and we have a process and send out notices and a late fee. Once they don't pay that and provide them with a notice to lean. If they don't respond we submit a list of potential -- list of customers that are delinquent and received the notice and those are submitted to the appeals board. They have an opportunity to go in front of the board to state their case and the appeals board once they make a determination and direct the director of finance to place the lean with the county recorder so some of the charges relate to reimbursement of the costs that we have to pay the county for the lean, and it relates to the processing fee and working through the process and city attorney's office and code enforcement and the appeals hearing board.

>> Do you get people who are doubly delinquent and multiple ones?

>> Yes we do.

>> You do. And what happens after they ignored everything?

>> Because the county is under a teeter program for the property taxes so we place the lean on the property and then we receive the money through the tax allocation.

>> Conceivably that can happen with people who have been foreclosed upon and still living
36 in the house but they have no intent -- that would go directly to the bank that has the lean or the ownership?

>> Yes. You're correct and it goes to the bank, and there are more leans because of the foreclosures but we are leaning the owner at that time and if it goes to the basic and the bank bank and it's their responsibility to pay it.

>> Thank you. That's quite a process. That's it for me council member.

>> I had a question about the appeal pros. Can we process. Can we make it that someone live within a certain area and you might not get it all and I don't think one person should determine it all.

>> It depends on the issue. I can get back to you. We with talking about PUP's and CUP's and I have to get back to you.

>> Do you think it's available?

>> It's a standing question and somebody that's has an interest and someone not impacted and do they have standing to file and it's a legal question and we can get back to you.

>> Albert we have been talking about the picnics for three budget cycles. Can you give us a price point and cover our costs? Is it \$20 for a reservation, \$40? Give me some type of idea.

>> That is the work that needs to be done. How much staffing does it take to monitor and no arguments about whose reservations it is. How much inventory is available to work with and versus leave some open and for people that want a picnic without a reservation, 37 and figuring out the price point to recover that cost? They range in different areas to \$35 and up and depending on the area and parks. We would have to do that with the inventory.

>> And imagine using the rec system.

>> Absolutely.

>> You will give us an update and wait until the next budget?

>> Our intention is to bring it this year.

>> I look forward to that and cut down on the chaos and people get there at 530 and crank up the tunes and it's a issue for the staff, and there should be a fee to use the facility and the picnic area particularly on the weekends. Thank you.

>> Thank you.

>> I think that completes fees and charges. We're now going to move into the capital budget and replace one big binder with another I think. And I think on this one there is no staff presentation, but we will take questions out of whatever sections council members wish to talk about.

>> Thank you. Although we're prepared to make a presentation and staff is happy to forego that and answer questions. If that is your preference and we are at the helm here to answer questions.

>> My preference is to have the presentation. Hopefully that will answer some of the questions so we save time on the question end of that, so if we could have the presentation and if it's brief we are grateful for.

>> I am budget coordinator and from the city office and on the first slide in the context of 38 the 2.5 budget and 2010 /2011 and proposed 24 % of that and \$700 million of the roughly funds and 1/3 contract to the capital program, and the next slide the capital CIP is organized into six city service areas and 14 capital programs. The next slide shows just by comparison over the five year CIP with us approaching the end of the decade with investment and the decline in this proposed CIP and totaling \$1.5 billion and roughly half of the level for the CIP. The sources of funds over the five year CIP and beginning balances represent the largest contribution to the source of funds and that primarily reflects carry over funds from the current year and projects continuing into. 2010/11 and the next is transfers from other special funds primarily in the utility capital programs related to the sanitary u water and pollution and control and storm programs. Noticeably fees and charges and from these activities totals 11% and on the next slide and reflecting the economy and the build structure and excise taxes are considerably lower and 75% off from our peak in 2000 very and 2001 as you see in the table of the next slide and construction and on taxes and primarily generated from resale of residential properties and projecting 20 to 22 mild over the five year million dollars and it's off from the money in 2005 and 2006. Taking a look at the 2010/2011 capital budget by use of funds by program the airport continues to be the largest program reflecting the close out and improvements at 39 the airport. Followed by

parks and notably the water control and sanitary sewer capital programs. Even with the deferred in these CIP and the package and the San Jose substation and community center and library and the seven trees library and operating cost over the five year CIP remains a significant concern. In 2011 and 2012 those numbers are projected at roughly six and a half million dollars and by the last year to \$16 million and at this time I will turn it off.

>> Thanks Ken. I'm going to start and highlighting a few issues relevant to the capital program. First acknowledging that CIP can have a positive and negative impact on the general fund. Certainly new facilities come with costs but renovations can lower these in this, and we have work in the local economy to get jobs, and we estimate this amount will work that will be going out. Although that we have a program in decline we need to and we need to recognize this and some are some we will defer the opening of and I will acknowledge and talk about it in a minute the huge accomplishment in the next year and the completion of the three bond issue measures. I want to highlight the fact it's transitioning from one focusing on new facilities to one focusing on renovations rather than new projects and building efficiency projects rather than new buildings. This slide highlights the activity level in the investment. I would say we're coming down to pre-2000 projects and the number we're awarding and completing every 40 year. This slide highlights the accomplishments of each CSA. Over the past ten years many projects from the groups and transportation and aviation and you will see more coming out of the utility and CSA. As I mentioned earlier the completion of the bond projects will happen in the next year and major accomplishment for the city and highlighting in the parks program we still have some work to do and trail work to do and happy hallow is completing. The only remaining projects to be done in the park bond program are the soccer and soft ball fields and the library several under construction now. The only work remaining is the southeast branch library and some other projects. Public safety and many under construction right now. The only future ones to begin are fire stations 21 and 37 and in the next two years we will be complete with the bond programs. Just to highlight a couple of things with the stimulus money. This was recently reported to council and projects include bagging screening and street light work and other efficiency projects as well as reclaim water work. With regard to deferred maintenance mayor you had a question earlier the overall unmet need is 788 million but with the general fund and over \$4,050,000,000 and the estimate is \$400 million and the estimate is close and you see the trail work and libraries and public art and of course the opening of the airport which will be at the end of June. Future CIP we will really more of a steady activity level and 41 the bond and airport is in decline and sanitary and rehabilitation and others and we are happy to take questions.

>> I had a question on backlog and infrastructure. 788 million total. Does that include all the work for the treatment plant?

>> I think the treatment plan work is no longer included in this number. John --

>> I know we have a lot of work but that is the total cost of the renovation of the facility.

>> That work is considered funded because we have projections and rate increases and San Jose can fund that and it's not included.

>> So this number is everybody else?

>> That is correct.

>> 500 in general funds and 288 and everybody else. Well, having funded the infrastructure I guess we should feel better and the number would be hugely larger.

>> And maybe number or double or triple.

>> Thank you and regarding silver creek and I am not if that is Matt and my question I know we have three different reaches to complete and looked like slated to be completed in the second quarter of 2011 and I am wondering if we can meet that time line still? Relationship -- I know still in relationship and that is PG&E -- what do you call it?

>> Yes. Thank you. I am from the parks and recreation services. There is one reach and silver creek and currently under construction and probably finished by September of this year and under PG&E power lines. 42 There are 21s we will get that we will get started with this budget.

>> Okay. Thank you. I had a couple more questions. I don't know Matt if public art money is you as well?

>> No it does not.

>> You wouldn't be able to -- if you can't answer it now -- okay. So my question is I know that you're aware of the project that we're doing of the historical tour in the Mayfair community, and I am wondering if we need to put language in the budget that says if there is funding that needs to close the gap or assumed that?

>> I am director of culture affairs. Is the question is whether or not we can pull funds from the under lying CIP project?

>> Are you familiar with the historical tour that right now that is currently -- they're developing the meetings and not a finalized project, but it may be finalized before I leave or right when I am leaving and probably start construction when I am gone, and I am wondering if we have to designate language in the budget so that if there is funding that needs to go towards that project it's secured?

>> My understanding that the funding for that project is secured. I don't have the details on the specifics, and if this conclusion is not correct and I will go back and double check and the council will be informed via memo.

>> That's good enough for me right now. Thank you. I think that's all my questions.

>> Council member.

>> Thank you. Just a quick 43 comment and on the improvement and project. I wanted to thank staff to work on this project. My understanding it's going to start in July or August and done in 2012. Obviously this is much anticipated project for the communities and affected by the area and both of our districts so a question about the outreach plan because apparently a lot of the neighborhood is affected by this and the impact of traffic and other transportation issues. When do we anticipate to go out to the communities and inform them we will begin this in July and how can we assist you with that plan?

>> I am with the Department of Transportation. You're correct. This is a major project for the San Jose community and \$60 million project. It is out for bid right now of the it is managed by Caltrans and the DTA and typically the process there is outreach with the community to advise them when construction starts and what to expect. Probably the best thing to do we will get back to your office and working with VTA and let you know specifically and council member her era what the her era and the plans for the construction.

>> Thank you.

>> Any other questions on capital budget? Council member he era.

>> I wanted to ask another question and we're excited about it as council member Nguyen indicated and we have been waiting a long time and I know there is going to be congestion and dislocation I think everyone will work through it but the outreach is important. Do we 44 expect any delays? I know the governor has come out with the revise and any delayed things and I know we're going to bid and I guess by the end of year we will see construction if everything goes well?

>> Yes it's out to bid and the project is delayed because of state funding issues. They have to do a new bonding issue and we are expecting to go out last fall, but as far as I know everything is green lighted and moving it forward and Caltrans wouldn't put it out to bid if they didn't have the money in hand so we fully expect it to stay on schedule at this point.

>> And the other part of the project the highway 101 and that portion of it and I know we have \$4 million to start the design work. Can you give us any update on that in terms of construction eventuality, opportunities for money?

>> Yes. Ultimately it's a system of improvements with 101 capital and TOEY is under way and ETA is working on designing and their portion, and we will have to work in terms of trying to get future state or federal transportation dollars for it, but the good news it's under design. It has environmental clearance so it has a high level of project readiness and puts in a competitive position for future monies and we will keep our fingers crossed and work hard to line up -- it's a \$40 million project for the total construction costs so something we work hard on over the next year to get that fully funded.

>> And how many jobs will these projects produce? 45 It's great and not only see transportation improvements and putting people back to work as well.

>> Absolutely. There is a formula in terms to translate millions of dollars to jobs. I don't have that off the top of my head but I will send your office a quickie Email on that.

>> Thank you.

>> Question on the construction and conveyance tax and Roman numeral three -three. We had some discussion over the past six months about things we might be able to do with this tax, and so I would like staff to talk about first, whether or not we can shift some of the money that is current low allocated to capital projects into maintenance operations, and then the second question would be is there a reason to try to borrow against parts of that CSC tax cash flow and I know some people have an interest in that?

>> Mr. Mayor for the first part currently the municipal code allows for 15% to be transferred to the general fund for operation costs and we are doing that and that is part of the budget and I have to differ to Scott.

>> If we want to wanted to do to do more and have to go to the voters and ask?

>> That is correct.

>> And Scott can you talk about this other issue?

>> Can you put the chart that shows the tax. It was last ten, 20 years.

>> Thank you Mr. Mayors and council members. I am Scott Johnson and director of finance. We are preparing a memo for the council related to this topic 46 but to give you a few points. We have been working with the financial adviser and posted the question and for the conveyance and construction tax. As you see there is a lot of volatility and unknowns in the tax. We are not aware of any municipality that issues bonds on this of tax structure. Because of the volatility if we were able to sell bonds and find a investor and buy that revenue stream and that's what you do in securing that stream and significant discount and high cost financing because they would not recognize even the base case in regards to average revenues because of the unknown in the volatility, but we will have more information in the info memo to the council on this issue.

>> Okay. Thank you very much. Any other questions on capital budget? Any cards from the public to speak? None. I know we're done believe we're done with that part. The other part is unnecessary. Thank you very much everybody. Great job staff.